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No. 18,774. 號四十七百七千八萬一第 日七十月六年午戊 HONGKONG, WEDNESDAY, JULY 24th, 1918. 三拜禮 號四十二月七年七國民華中 PRICE, \$3 PER MONTH.

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8.00	to 10.00 " " " 10 "
10.30	to 11.00 " " " 15 "
11.30	to 12.45 p.m. " " " 15 "
12.45 p.m.	to 1.15 " " " 10 "
1.15	to 1.45 " " " 15 "
1.45	to 2.15 " " " 10 "
2.15	to 2.45 " " " 15 "
2.45	to 3.00 " " " 10 "
3.00	to 8.00 " " " 10 "
NIGHT CARS.	
8.50 p.m.	and 9.00 p.m. to 11.00 p.m.
Every Half-Hour.	
1.00 p.m.	to 11.45 p.m. Every Quarter-Hour
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7.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30	to 11.00 a.m. " " " 10 "
11.30	to 12.00 noon " " " 15 "
12.00 noon	to 1.00 p.m. " " " 10 "
1.00 p.m.	to 5.30 " " " 15 "
5.30	to 6.00 " " " 10 "
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### DOWN TRAINS.

Stations	No. 5 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Local p.m.	No. 17 Through Express p.m.	No. 19 Local p.m.	No. 21 Through Express p.m.	No. 23 Local p.m.
CANTON (Tai Sha Tan)	dep. 7.30	dep. 8.45	dep. 8.55	dep. 9.10	dep. 11.45	dep. 12.00	dep. 12.15	dep. 12.30	dep. 12.45	dep. 1.00
SIK LUNG	arr. 8.45	arr. 9.55	arr. 10.05	arr. 10.20	arr. 12.55	arr. 1.10	arr. 1.25	arr. 1.40	arr. 1.55	arr. 2.10
SIK LUNG	dep. 8.55	dep. 10.05	dep. 10.15	dep. 10.30	dep. 13.05	dep. 13.20	dep. 13.35	dep. 13.50	dep. 14.05	dep. 14.20
SIK LUNG	arr. 9.55	arr. 11.05	arr. 11.15	arr. 11.30	arr. 14.05	arr. 14.20	arr. 14.35	arr. 14.50	arr. 15.05	arr. 15.20
SIK LUNG	dep. 10.05	dep. 11.15	dep. 11.25	dep. 11.40	dep. 14.15	dep. 14.30	dep. 14.45	dep. 15.00	dep. 15.15	dep. 15.30
SIK LUNG	arr. 11.05	arr. 12.15	arr. 12.25	arr. 12.40	arr. 15.15	arr. 15.30	arr. 15.45	arr. 16.00	arr. 16.15	arr. 16.30
SIK LUNG	dep. 11.15	dep. 12.25	dep. 12.35	dep. 12.50	dep. 15.25	dep. 15.40	dep. 15.55	dep. 16.10	dep. 16.25	dep. 16.40
SIK LUNG	arr. 12.15	arr. 13.25	arr. 13.35	arr. 13.50	arr. 16.25	arr. 16.40	arr. 16.55	arr. 17.10	arr. 17.25	arr. 17.40
SIK LUNG	dep. 12.25	dep. 13.35	dep. 13.45	dep. 14.00	dep. 16.35	dep. 16.50	dep. 17.05	dep. 17.20	dep. 17.35	dep. 17.50
SIK LUNG	arr. 13.25	arr. 14.35	arr. 14.45	arr. 15.00	arr. 17.35	arr. 17.50	arr. 18.05	arr. 18.20	arr. 18.35	arr. 18.50
SIK LUNG	dep. 13.35	dep. 14.45	dep. 14.55	dep. 15.10	dep. 17.45	dep. 18.00	dep. 18.15	dep. 18.30	dep. 18.45	dep. 19.00
SIK LUNG	arr. 14.35	arr. 15.45	arr. 15.55	arr. 16.10	arr. 18.55	arr. 19.10	arr. 19.25	arr. 19.40	arr. 19.55	arr. 20.10
SIK LUNG	dep. 14.45	dep. 15.55	dep. 16.05	dep. 16.20	dep. 19.05	dep. 19.20	dep. 19.35	dep. 19.50	dep. 20.05	dep. 20.20
SIK LUNG	arr. 15.45	arr. 16.55	arr. 17.05	arr. 17.20	arr. 20.15	arr. 20.30	arr. 20.45	arr. 21.00	arr. 21.15	arr. 21.30
SIK LUNG	dep. 15.55	dep. 17.05	dep. 17.15	dep. 17.30	dep. 20.25	dep. 20.40	dep. 20.55	dep. 21.10	dep. 21.25	dep. 21.40
SIK LUNG	arr. 16.55	arr. 18.05	arr. 18.15	arr. 18.30	arr. 21.35	arr. 21.50	arr. 22.05	arr. 22.20	arr. 22.35	arr. 22.50
SIK LUNG	dep. 17.05	dep. 18.15	dep. 18.25	dep. 18.40	dep. 21.45	dep. 21.60	dep. 21.75	dep. 21.90	dep. 22.05	dep. 22.20
SIK LUNG	arr. 18.05	arr. 19.15	arr. 19.25	arr. 19.40	arr. 22.55	arr. 23.10	arr. 23.25	arr. 23.40	arr. 23.55	arr. 24.10
SIK LUNG	dep. 18.15	dep. 19.25	dep. 19.35	dep. 19.50	dep. 23.05	dep. 23.20	dep. 23.35	dep. 23.50	dep. 24.05	dep. 24.20
SIK LUNG	arr. 19.15	arr. 20.25	arr. 20.35	arr. 20.50	arr. 24.15	arr. 24.30	arr. 24.45	arr. 25.00	arr. 25.15	arr. 25.30
SIK LUNG	dep. 19.25	dep. 20.35	dep. 20.45	dep. 20.60	dep. 24.25	dep. 24.40	dep. 24.55	dep. 25.10	dep. 25.25	dep. 25.40
SIK LUNG	arr. 20.25	arr. 21.35	arr. 21.45	arr. 21.60	arr. 25.35	arr. 25.50	arr. 26.05	arr. 26.20	arr. 26.35	arr. 26.50
SIK LUNG	dep. 20.35	dep. 21.45	dep. 21.55	dep. 22.10	dep. 25.45	dep. 25.60	dep. 25.75	dep. 25.90	dep. 26.05	dep. 26.20
SIK LUNG	arr. 21.35	arr. 22.45	arr. 22.55	arr. 23.10	arr. 26.55	arr. 27.10	arr. 27.25	arr. 27.40	arr. 27.55	arr. 28.10
SIK LUNG	dep. 21.45	dep. 22.55	dep. 23.05	dep. 23.20	dep. 27.05	dep. 27.20	dep. 27.35	dep. 27.50	dep. 28.05	dep. 28.20
SIK LUNG	arr. 22.45	arr. 23.55	arr. 24.05	arr. 24.20	arr. 28.15	arr. 28.30	arr. 28.45	arr. 29.00	arr. 29.15	arr. 29.30
SIK LUNG	dep. 22.55	dep. 24.05	dep. 24.15	dep. 24.30	dep. 28.25	dep. 28.40	dep. 28.55	dep. 29.10	dep. 29.25	dep. 29.40
SIK LUNG	arr. 23.55	arr. 25.05	arr. 25.15	arr. 25.30	arr. 29.35	arr. 29.50	arr. 30.05	arr. 30.20	arr. 30.35	arr. 30.50
SIK LUNG	dep. 24.05	dep. 25.15	dep. 25.25	dep. 25.40	dep. 29.45	dep. 29.60	dep. 29.75	dep. 29.90	dep. 30.05	dep. 30.20
SIK LUNG	arr. 25.05	arr. 26.15	arr. 26.25	arr. 26.40	arr. 30.55	arr. 31.10	arr. 31.25	arr. 31.40	arr. 31.55	arr. 32.10
SIK LUNG	dep. 25.15	dep. 26.25	dep. 26.35	dep. 26.50	arr. 31.05	arr. 31.20	arr. 31.35	arr. 31.50	arr. 32.05	arr. 32.20
SIK LUNG	arr. 26.15	arr. 27.25	arr. 27.35	arr. 27.50	arr. 32.15	arr. 32.30	arr. 32.45	arr. 32.60	arr. 32.75	arr. 32.90
SIK LUNG	dep. 26.25	dep. 27.35	dep. 27.45	dep. 27.60	arr. 32.25	arr. 32.40	arr. 32.55	arr. 33.10	arr. 33.25	arr. 33.40
SIK LUNG	arr. 27.25	arr. 28.35	arr. 28.45	arr. 28.60	arr. 33.35	arr. 33.50	arr. 34.05	arr. 34.20	arr. 34.35	arr. 34.50
SIK LUNG	dep. 27.35	dep. 28.45	dep. 28.55	dep. 29.10	arr. 33.45	arr. 33.60	arr. 33.75	arr. 33.90	arr. 34.05	arr. 34.20
SIK LUNG	arr. 28.35	arr. 29.45	arr. 29.55	arr. 30.10	arr. 34.55	arr. 35.10	arr. 35.25	arr. 35.40	arr. 35.55	arr. 36.10
SIK LUNG	dep. 28.45	dep. 29.55	dep. 30.05	dep. 30.20	arr. 35.05	arr. 35.20	arr. 35.35	arr. 35.50	arr. 36.05	arr. 36.20
SIK LUNG	arr. 29.45	arr. 30.55	arr. 31.05	arr. 31.20	arr. 36.15	arr. 36.30	arr. 36.45	arr. 36.60	arr. 36.75	arr. 36.90
SIK LUNG	dep. 29.55	dep. 31.05	dep. 31.15	dep. 31.30	arr. 36.25	arr. 36.40	arr. 36.55	arr. 37.10	arr. 37.25	arr. 37.40
SIK LUNG	arr. 30.55	arr. 32.15	arr. 32.25	arr. 32.40	arr. 37.35	arr. 37.50	arr. 38.05	arr. 38.20	arr. 38.35	arr. 38.50
SIK LUNG	dep. 31.05	dep. 32.15	dep. 32.25	dep. 32.40	arr. 37.45	arr. 37.60	arr. 37.75	arr. 37.90	arr. 38.05	arr. 38.20
SIK LUNG	arr. 32.15	arr. 33.25	arr. 33.35	arr. 33.50	arr. 38.55	arr. 39.10	arr. 39.25	arr. 39.40	arr. 39.55	arr. 40.10
SIK LUNG	dep. 32.25	dep. 33.35	dep. 33.45	dep. 33.60	arr. 39.05	arr. 39.20	arr. 39.35	arr. 39.50	arr. 40.05	arr. 40.20
SIK LUNG	arr. 33.25	arr. 34.35	arr. 34.45	arr. 34.60	arr. 40.15	arr. 40.30	arr. 40.45	arr. 40.60	arr. 40.75	arr. 40.90
SIK LUNG	dep. 33.35	dep. 34.45	dep. 34.55	dep. 35.10	arr. 40.25	arr. 40.40	arr. 40.55	arr. 40.70	arr. 40.85	arr. 41.00
SIK LUNG	arr. 34.35	arr. 35.45	arr. 35.55	arr. 36.10	arr. 41.35	arr. 41.50	arr. 41.65	arr. 41.80	arr. 41.95	arr. 42.10
SIK LUNG	dep. 34.45	dep. 35.55	dep. 36.05	dep. 36.20	arr. 41.45	arr. 41.60	arr. 41.75	arr. 41.90	arr. 42.05	arr. 42.20
SIK LUNG	arr. 35.45	arr. 36.55	arr. 37.05	arr. 37.20	arr. 42.55	arr. 43.10	arr. 43.25	arr. 43.40	arr. 43.55	arr. 44.10
SIK LUNG	dep. 35.55	dep. 37.05	dep. 37.15	dep. 37.30	arr. 43.05	arr. 43.20	arr. 43.35	arr. 43.50	arr. 43.65	arr. 43.80
SIK LUNG	arr. 36.55	arr. 38.15	arr. 38.25	arr. 38.40	arr. 44.15	arr. 44.30	arr. 44.45	arr. 44.60	arr. 44.75	arr. 44.90
SIK LUNG	dep. 37.05	dep. 38.15	dep. 38.25	dep. 38.40	arr. 44.25	arr. 44.40	arr. 44.55	arr. 44.70	arr. 44.85	arr. 45.00
SIK LUNG	arr. 38.15	arr. 39.25	arr. 39.35	arr. 39.50	arr. 45.35	arr. 45.50	arr. 45.65	arr. 45.80	arr. 45.95	arr. 46.10
SIK LUNG	dep. 38.25	dep. 39.35	dep. 39.45	dep. 39.60	arr. 45.45	arr. 45.60	arr. 45.75	arr. 45.90	arr. 46.05	arr. 46.20
SIK LUNG	arr. 39.25	arr. 40.35	arr. 40.45	arr. 40.60	arr. 46.55	arr. 47.10	arr. 47.25	arr. 47.40	arr. 47.55	arr. 47.70
SIK LUNG	dep. 39.35	dep. 40.45	dep. 40.55	dep. 41.10	arr. 47.05	arr. 47.20	arr. 47.35	arr. 47.50	arr. 47.65	arr. 47.80
SIK LUNG	arr. 40.35	arr. 41.45	arr. 41.55	arr. 42.10	arr. 48.15	arr. 48.30	arr. 48.45	arr. 48.60	arr. 48.75	arr. 48.90
SIK LUNG	dep. 40.45	dep. 41.55	dep. 42.05	dep. 42.20	arr. 48.25	arr. 48.40	arr. 48.55	arr. 48.70	arr. 48.85	arr. 49.00
SIK LUNG	arr. 41.45	arr. 42.55	arr. 43.05	arr. 43.20	arr. 49.35	arr. 49.50	arr. 49.65	arr. 49.80	arr. 49.95	arr. 50.10
SIK LUNG	dep. 41.55	dep. 43.05	dep. 43.15	dep. 43.30	arr. 49.45	arr. 49.60	arr. 49.75	arr. 49.90	arr. 50.05	arr. 50.20
SIK LUNG	arr. 42.55	arr. 44.15	arr. 44.25	arr. 44.40	arr. 50.55	arr. 51.10	arr. 51.25	arr. 51.40	arr. 51.55	arr. 51.70
SIK LUNG	dep. 43.05	dep. 44.15	dep. 44.25	dep. 44.40	arr. 51.05	arr. 51.20	arr. 51.35	arr. 51.50	arr. 51.65	arr. 51.80
SIK LUNG	arr. 44.15	arr. 45.25	arr. 45.35	arr. 45.50	arr. 52.15	arr. 52.30	arr. 52.45	arr. 52.60	arr. 52.75	arr. 52.90
SIK LUNG	dep. 44.25	dep. 45.35	dep. 45.45	dep. 45.60	arr. 52.25	arr. 52.40	arr. 52.55	arr. 52.70	arr. 52.85	arr. 53.00
SIK LUNG	arr. 45.25	arr. 46.35	arr. 46.45	arr. 46.60	arr. 53.35	arr. 53.50	arr. 53.65	arr. 53.80	arr. 53.95	arr. 54.10
SIK LUNG	dep. 45.35	dep. 46.45	dep. 46.55	dep. 47.10	arr. 53.45	arr. 53.60	arr. 53.75	arr. 53.90	arr. 54.05	arr. 54.



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[18-3]

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[22-18]

## SOUTH AFRICAN UNITY.

## GENERAL BOTHA'S APPEAL.

## WARNING TO REPUBLICANS.

General Botha, in a great speech to the South African Party Congress, recently, dealt at length with the Nationalist Republican propaganda.

The Prime Minister reiterated his grave warning that a Republic could only be established by force of arms. He asked why General Hertzog in Parliament had said that he only favoured a Republic in theory, yet at Paarl, when he addressed the students, why did he incite these young children to a condition of affairs which must end in blood and tears? Again, at Smithfield, General Hertzog sang a different tune, admitting that only by the aid of the two sections of the people could a Republic be attained. The whole propaganda, General Botha declared, was nothing but an attempt to gain votes. He said that General Hertzog and his friends had been playing with fire, and General Hertzog had now called a half. General Botha emphasised that after the Boer War they nearly despaired, in their deep sorrow and mourning; but to-day could they be regarded as an oppressed nation? In everything they could see God's hand. A great and contented South Africa had been established. (Cheers.) Their Union was born out of the brain of the Afrikaner, not the Englishman. To talk of South Africa as an oppressed nation was nonsense, and showed great ignorance. There must be an end to all talk of raising commanders. They could not allow that kind of thing to go on. General Botha appealed to his followers not to wait until it should be necessary for the Government to proclaim martial law in their districts. They must all get this kind of talk stopped. Other wise the greatest danger threatened South Africa. The Premier then made a solemn appeal for reunion, and declared that everyone should try to bring it about, and although such a resolution last year only got a response from the Cape branch of the Nationalists he was pleased to-day at the spread of the idea of reunion amongst the people themselves. (Cheers.) He said that a time would come when they would accept the hand of brotherhood. Nevertheless, he would not try to gain Nationalist votes in the dark. Reunion could only be successful if they stood by their principles and did what they thought honest and just by South Africa. Some people urged the South African Party to embody Republican propaganda in its programme. General Botha held that they should stand by the Constitution which was their Magna Charta, born out of the wishes of the two sections of the population. He felt convinced, he said, that they would never get a majority of both the English and Dutch sections in favour of a Republic.

ENGLAND THEIR FRIEND. Speaking on the Nationalist attitude regarding returned soldiers, General Botha affirmed that it was a matter of pride to them that they had been soldiers in the past. He greatly appreciated the fact that South Africans had gone to fight overseas, because they were fighting for the liberty and freedom of South Africa. He had said there must be no compulsion, and he was proud of the men who had volunteered, for whom everything possible would be done. He asserted that the Cape would never assist attempts to establish a republic. The propagandists based their action on the statement of Mr. Lloyd George that he deprecated what England had done to South Africa in the Boer War, but he said that after the war England had given South Africa every opportunity to work out her own salvation. From England there was nothing to fear. England was their friend and help to-day.

Turning to General Hertzog's Smithfield speech, the Premier said it was absolutely untrue that the British Parliament could pass a conscription law for South Africa. South Africa would not tolerate such a measure. The only body that could pass laws for South Africa was the South African Parliament. All the British Government could do was to withdraw the South African Constitution by compulsion, but who would dream of such a step? As to the establishment of an Imperial Government and Imperial Parliament for South Africa, General Botha asked who would favour such a Parliament, in which they would naturally be in the minority regarding the question of conscription. He emphasised that he would never agree to a conscription measure in South Africa to force men to go to the front. Nevertheless, if men wished to go of themselves, people should not resist in the way of others or prevent the recruiting of men to fight for the liberty of the world. If Germany came to South Africa they might share the lot of Roumania or the Ukraine. South Africa was a country in which they all could live together. All must work for the establishment of a great South African people, in which the two sections stood on a footing of absolute equality, trust, confidence, and mutual goodwill.

General Botha also dwelt on the grave harm done to the country's interest by English and Dutch extremists. He was pleased to say, however, that a number of leading English South African papers had preached a spirit of toleration, co-operation, and forbearance, but others, particularly one in Natal, had created more Nationalist than any other paper or speaker, and had alienated much sympathy from the Empire. On the other hand there were elements causing bitterness and ill-feeling among the English population. He was gratified, however, by the moderation and tolerance of his followers, who were thereby rendering a great service to their country. There was also a strong element among the English section standing for moderation, and it was growing daily. The Boer War had caused both sections to respect each other. In order to achieve the great destiny which they hoped for, General Botha added in conclusion, they must all unite together.—*Reuter.*

## TALES OF THE V. C.

## LANCE-CORPORAL GEORGE WYATT.

## 3rd COLDSTREAM GUARDS.

[BY LIEUTENANT J. P. LLOYD.]

At dawn on the morning of Monday, the 24th of August, 1914, the British Army began to march southwards on the first stage of the retreat from Mons. It was a day of hard fighting and hard marching during which, in turn, the first corps on the right and the second corps on the left, turned to bay and faced the dense masses of German who sought to overwhelm them. Moulbaugue was reached that afternoon, but to make a stand there was to invite disaster, so at 7 a.m. on Tuesday morning the march was resumed in the direction of Le Cateau.

The two corps passed, one on each side of the great forest of Mormal, through smiling villages which stood amongst orchards laden with fruit. But fear and been that way before them, and the fields were empty, and the houses barred against the coming of the foe. All day they tramped along roads deep in dust beneath a pitiless sun. By the evening the Second Corps had reached Le Cateau, while the two divisions of the First Corps halted at Maroilles and Landreocies, and the weary men lay down to sleep behind their outpost lines. But there was to be little sleep for any of them that night. A little after 9 o'clock there arose suddenly on the right of the line the rattle of musketry followed by the deeper voices of heavy guns. The Germans were advancing in force on Maroilles and Landreocies.

The German 9th Corps had pressed hard on the heels of the British right. They had come that day through the shady glades of the forest of Mormal, screened from the eyes of our eagle-eyed aviators. They formed up on the outskirts of the wood, and surged forward in dense columns to the attack, confident that they would gain an easy victory over the tired British soldiers.

The Germans certainly had the advantage of surprise. The rain which had threatened all day, now fell in torrents out of a black sky. Storm and darkness veiled the approach of the Germans, and the British outpost line was swept away almost before it had time to give the alarm. As the town of Landreocies itself the 4th Brigade of the 2nd Division rushed to their arms to find the Germans already upon them. Pouring in full flood down the narrow streets.

Then followed a confused and bitter struggle, with only the glare from burning houses to distinguish friend from foe. A column of Germans which swarmed down the main street was swept with a storm of machine-gun fire from the front and from the houses on either side, and was compelled to withdraw. Everywhere the enemy tried to smash his way through the defences, but everywhere they found the British ready for him now.

No British soldiers ever fought more bravely than did those four battalions that night in Landreocies. And, perhaps, no braver thing was done than that which won the Victoria Cross for Lance-Corporal George Wyatt of the 3rd Coldstream Guards. He was one of a party which held a post at some cross roads on the outskirts of the town. There were farm buildings on each side of them, and on their left was a road which it was impossible to command owing to the walls of the farm. The Germans kept up an intense fire down the road into the farmyard on the right, and also threw incendiary bombs into it. In spite of the rain the straw in the yard was soon blazing furiously.

It seemed impossible to save the buildings, but Lance-Corporal Wyatt offered to make the attempt. Leaving his place in the line, he dashed across the road, under a hail of bullets, into the yard. Silhouetted plainly against the burning pile, it seemed that he would certainly be killed, for the Germans were only twenty-five yards away. Yet, with death whistling all around him, he succeeded in extinguishing the flames, and afterwards returned to the post. That he did this once, and escaped death, was wonderful. Yet, when the need came a second time, although none knew the danger better than he, he was still anxious to go—and he went, and once more he beat out the blaze, and again came back to his comrades unhurt. Thanks to his gallant action the Coldstream were able to hold the Germans at bay. If the farm buildings had caught fire they could have done nothing else but retreat.

About midnight the firing began to die away along the front from Landreocies to Maroilles. The attack had failed, and the weary battalions of the First Corps tried to snatch a brief rest in the few hours of darkness that remained to them. At dawn they fell in once more, and as they marched southwards they heard behind them the ominous thunder of artillery. Smith-Dorrien and the Second Corps were fighting their heroic action at Le Cateau.

## DISAPPOINTED KAISER.

A captured German non-commissioned officer throws fresh light upon the great disappointment which the Germans sustained in their unsuccessful attack upon the Belgian front on April 17th last. He says that the operation was designed to develop into a great flank-turning movement, and so certain was the High Command of its success that the Kaiser came to the Yser to witness the battle, having in his pocket the "Eichenlaub" (Oak-leaf), which is the next highest German decoration to the Order "Pour le Mérite." This he designed to bestow upon the general commanding the First Army, who directed the attack. But when presently the Kaiser motored away from the region of the Yser with a black frown upon his face the Eichenlaub still tinkled in his pocket.

## AMERICANS IN FRANCE.

## A GROWING ARMY.

[FROM PHILIP GIBBS.]

FRANCE, Monday.

The Americans are out here on the roads of France—thousands of them. We feel still safer now because they are here, and the power and spirit of the great nation of the Western World are visible before our eyes; and we who have seen nearly four years of this frightful strife, our men who have fought all that time against severe odds, against strength which never seemed to weaken, however great their sacrifice, against an enemy who in this last phase threw all his weight against the British to annihilate us: if he could, now realise that there is behind us a vast fresh fighting force which must destroy for ever the German hopes of world-mastery. With or without another long spell of strife, perhaps not without many more great battles, in which American soldiers will fight alongside our men and the French, these new comrades of ours are here to help to settle this dreadful business in favour of those who believe in the liberties of Europe and in a human society governed by other powers than brutality and fear. For a long time after the entry of the United States into the war most of us out here knew only dimly, and from afar, what help was being prepared for us, and as the months passed and our men fought and fought and the sight of an American battalion, just one before eyes, it seemed that perhaps the war would finish before their first division could be seen on the battlefields of France. Then, at last, we heard that some of them were with the French, actually in the line and doing well; and then we saw with our own eyes some men in khaki, with stiff collars, unlike ours, and canvas gaiters and slouch hats, and we said, "By jove, those are Americans." Presently we met quiet fellows in the United States uniform, who sat listening to the casual conversation of English officers and asking penetrating questions, again wanting to know things. They were the outposts of the American army—engineers, medical officers, staff officers, getting a first look at the stupendous problem which now confronted them, anxious to learn from our experience, to avoid our early mistakes, to start higher up than the beginning which was ours in blood and travail.

MODERN SOLDIERS. I met some of these advance guards, and found them enormously modest, as men face to face with a local technique to which they were strange, among other men who had learnt it by painful lessons. I found them also very keen and alert and businesslike, quick to see the essential truth of things, taking it all seriously, making mental notes at great speed, yet with an easy way that made them seem comrades at the mess table, and with a sense of humour refreshing in its incisiveness. They explained that their army was coming along, and we believed them, they asked us not to be in too much of a hurry, and we said: "That's all right, we'll wait for you." They wanted us to understand, and we were not too impatient to understand, that the organisation involved in the training and equipping and transport of a great army with a line of communications 3,000 miles long was not child's play or the work of a few months.

In the Cambrai fighting on November 30th of last year I met a crowd of American engineers, who were quick to get into action when they were in reach of it. They were not supposed to be fighting men, but they made themselves so when the battle lines suddenly closed about them and shells fell round their engines and trucks and Germans started sniping at close range. They borrowed some of our rifles and took part in counter-attacks with our guards. Others, surrounded by the enemy, fought their way through, and laughed at this queer adventure afterwards, and were pleased because our men said, "Well done, old sports; we could do with a hundred thousand of you."

The first hundred thousand of a new army, by jove! That would make a lot of difference. There were some who believed that the tramp of American battalions would never be heard along the roads of France, and these were German officers and men. I remember when the Vimy Ridge was taken by the Canadians and Scottish in April of last year a German officer was talking with a group of Canadians. "What do you think about the Americans coming into the war?" they asked. The officer shrugged his shoulders and smiled. "It is a moral blow to us," he said, frankly, "but they will never get across here. Our submarines will see to that. We got across all right," said the Canadians, and this answer seemed to make their prisoners thoughtful.

THE ENEMY ALARMED. Yet for a long time the enemy buoyed himself up with the hope that the American would never get across. Now a big army of them is across here with the French and here with us—and the enemy is anxious and alarmed. He has cause to be. I have seen the Americans troops along the roads and in villages behind the lines training with some of our units learning the latest methods from some of our officers, working out their own ideas and adopting anything that is good in our system or the French, and I am certain that the United States armies will be a most formidable factor in the struggle ahead. Their material of manhood is splendid, and they remind me a good deal of the Canadians, because many of them, like the Canadians themselves, are men who have led outdoor lives, who have been their own masters of life in open country and have kept end up among other sturdy and independent men. That is the raw material of the best soldiers, and there is a lot of it in the American battalions.

The men from the cities and all the great townships of the United States have a quality that is not less good. They have an alertness of mind, a quickness of understanding, a personal independence of spirit, which only needs training and experience to convert into the highest military instincts. And they start fresh without any of the old-fashioned, old-fashioned methods, the red-tape of the mind. It is likely that they will produce good captains of men, as they have been produced.

(Continued at foot of next column.)

## DECORATIONS FOR SPECIAL

## CONSTABLES.

The members of the Metropolitan Special Police to the number of more than 8,000, whose service date back to the beginning of the war were paraded recently and decorated with a five-pointed star. In a leading article on the subject, the *Daily Telegraph* says:—"No one will question that the distinction has been amply deserved. We are all by this time so accustomed to the sight of the 'Special' in the streets that we regard him almost as a permanent institution. He has lost his novelty, but without losing any of his usefulness. He is as integral and necessary a part of the defences of London as the regular constable whose place he is filling. And thus he has come to be taken for granted, with the result that people are apt to forget the extent of the sacrifice which he has so cheerfully made. For the call on his time, now light has grown heavier as the war has proceeded. It is no slight burden on men in middle life to undertake regular police duty of four hours at a stretch in addition to their ordinary work. Many London 'Specials' are business men in responsible positions, whose staffs have been steadily depleted, and who have found it necessary to work at an ever-increasing pressure. For them to turn out on police duty at inconvenient hours, stolen from leisure or sleep, has often been a hard trial, and many a 'Special' must have been sorely tempted at times to throw it all up in utter weariness, and send round to headquarters the conventional excuses for non-attendance. There is nothing that is glorious, there is little that is sustaining and exhilarating in the 'Special's' duty of patrolling the street in the small hours of the morning when everything reaches its highest pitch of unpleasantness, when there is no prospect and no horizon and nothing is to be done save to keep on the move, or protect some fixed point from the improbable machinations of an unknown but possible enemy who has the good sense to be quietly asleep in his bed. The life of a 'Special' has been a sterling school of self-discipline to many a middle-aged Londoner since August, 1914."

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 30th July is as follows:—

	Receipts for week.	Aggregate receipts for 20 weeks.
This Year.....	\$15,004	\$304,174
Last Year.....	13,250	288,490
Less 1918.....	2,640	0,678

## HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN, C.B.E.

SEARCH SUPERVISORS.

Search Supervising duties are suspended until further orders. Search Supervisors will be at once warned to report for duty at Central, both shifts. On this duty caps without covers (and not helmets) will be worn.

## IRISHMAN'S SUPREME HEROISM.

The King has awarded the Albert Medal in Gold in recognition of the gallantry of Corporal James Mc Carthy, 1st Battalion Royal Irish Regiment, in saving life in January last at the cost of his own life. On January 24th, 1918, in Palestine, Corporal Mc Carthy was cleaning grenades in the quarters when the fuse of one became ignited. He carried it out to throw it into a safe place, but finding a number of men standing around, he realised that he could not throw it anywhere without injuring his comrades. He clasped the grenade in both hands and held it close to his side. The grenade exploded, killing Corporal Mc Carthy, who by his devoted courage saved his comrades from serious injury.

out of Canadian journalists, lawyers, and business men, and Australian schoolmasters, architects, and farmers.

Their Higher Command so far is, of course, made up largely of professional soldiers, who studied at West Point, and have handled troops in the field long before this war, but they form the intellectual nucleus of an enormous organisation which includes the best business brains of the United States.

ALL CLASSES AND TYPES. In the ranks there are men of all classes and types. There are private soldiers in the American divisions now here in France who graduated at Harvard, and others who were great employers of labour at the time of the training camps at home it was not unusual to see one of them driving by in a Rolls-Royce car with a respectful salute to an officer who walked aloft. In course of training the men with superior education or special knowledge will undoubtedly be picked out and given commissions. Indeed, that is already being done, and otherwise it would be a waste of leadership, but for all that the United States army is on an essentially democratic basis, like the armies of France.

I spent an hour or two of yesterday afternoon with the officers of one of the American divisions, and was presented to the Chief of Staff of the division, who impressed me very much by his fine simplicity of thought and speech, and by courtesy of manner which was utterly sincere. All these officers are without illusions about this war. They know the price that must be paid for victory, the daily toll of its ordinary routine, the strength and skill of the enemy. They know their men have much to learn, and much to suffer. They pay a high tribute of praise to our men, who through these years have faced all the stress and storm of war with a very patient courage. But they are confident that before very long the American divisions in France will pass the test that has been set them by those of France and England, and there is not a man among us here who does not share that confidence to the uttermost.



GENERAL MILITARY  
SERVICE TRIBUNAL.  
TO-DAY'S AGENDA.3.30 p.m.—The Hongkong and Whampoa  
Dock Co., Ltd.E. L. Hosie  
W. P. Hedley  
S. Gray  
F. Goodman  
W. Brown  
J. G. Dick  
D. S. Cooper  
W. E. Cooke  
J. M. Jack  
K. R. Macaskill  
J. S. Melatosh  
J. C. Owen  
J. M. Smyth  
A. M. Simpson  
G. Henderson  
J. E. Hamilton

medically fit.

Rejected as unfit for service:—A.  
Tucker, W. A. Morgan, J. N. R. Allen,  
D. L. Keith, S. H. West, W. F. Ford,  
H. H. Scott, J. S. Keith, G. Nelson, W.  
G. Brown, W. Tulip, and F. C. Cole-  
man.3.50 p.m.—A. E. Godfrey—medically fit.  
A. F. Brown—medically fit.4.10 p.m.—The Nestle and Anglo-Swiss  
Condensed Milk Co.W. A. Stephens—medically fit.  
(No unfit men of military age from this  
firm.)4.20 p.m.—Messrs. Mackintosh & Co.  
F. A. Mackintosh—medically fit.(No unfit men of military age in this  
firm.)4.30 p.m.—Messrs. Gerin, Drevard & Co.  
J. D. Birrell—medically fit.(No unfit men of military age in this  
firm.)4.45 p.m.—Messrs. Carmichael & Clarke.  
J. B. Thompson—medically fit.(No unfit men of military age in this  
firm.)YOUNG EURASIAN CHARGED  
WITH FALSE PRETENCES.SOLICITING PRIZES FOR FARE-  
WELL SPORTS MEETING.

At the Hongkong Magistracy, yester-  
day, before Mr. E. D. C. Wolfe, Noel  
Baker Dyer, alias N. B. Mohamed, was  
charged with (1) unlawfully and by false  
pretences, on diverse dates between Feb-  
ruary 28th, 1912, and March 27th, 1913,  
obtaining from the Sun Wo To Knitting  
Factory, Kowloon, \$9 by representing  
that he was collecting subscriptions for a  
certain club; (2) with collecting a certain  
sum of money from a Chinese gentleman  
living at Yaumati on the pretext that  
it was for War Charities.

Defendant: I am not guilty of the  
first charge. I wish to make a state-  
ment as regards the second charge. I did  
not tell the Chinese gentleman that the  
subscription was to be handed over to  
War Charities. I told him that some of  
my friends were leaving for Vladivostok  
on service. My friends desired me to  
organise a sports meeting as a sort of a  
farewell to them. I acquiesced, and went  
round collecting prizes. I asked the  
Chinese gentleman for a prize, not for  
any money. When I went to his shop, I  
was informed that the manager was not  
there. I waited for him, and when he  
came, I said: "Will you kindly sub-  
scribe a small prize, sir?" The manager  
refused, and asked me to come in the  
evening. When I visited him in the even-  
ing, he asked me to sit down, stating that  
he was going out to buy the prizes. I  
waited for a long time, and, as he did  
not return, I was about to leave, when  
I noticed the manager returning with a  
Police Sergeant, who arrested me. When  
I was taken to the Police Station the  
complainant charged me with several  
offences. The sergeant asked me if I had  
anything to state, and I said: "I will  
tell the Magistrate everything." I told  
the Sergeant that I was leaving for  
Bombay, as I had volunteered for War  
Service, and that I would be in training  
in Bombay for six months, after which  
I would be drafted to London, and thence  
to France to take part in the fighting  
there.

Mr. Wolfe: Then you deny the second  
charge as well?

Defendant: I did not ask for money.

Mr. Wolfe remanded the case till  
Friday, fixing bail at \$200. Defendant's  
father promised to find the sum required.

## TYPHOON WARNINGS.

The following telegram has been re-  
ceived by the American Consulate-  
General, Hongkong, from the Manila  
Observatory:—11 p.m., July 23rd.  
Cyclone or typhoon E. of Formosa,  
moving north.Cyclone or typhoon W. of the northern  
Ladrones or Mariana Islands, inclining  
northward.INVESTITURE AT GOVERN-  
MENT HOUSE.RECOGNITION OF INDIAN  
LOYALTY.

Yesterday evening in the Ball-room of  
Government House, H.E. the Governor  
invested Mr. Hashim Khan with the  
insignia of the title of Khan Sahib,  
awarded him by the Viceroy of India, in  
recognition of his loyal services to the  
Government. There was a large gather-  
ing representative of the various com-  
munities in India. Those present includ-  
ed:—The Hon. Mr. Claud Severn,  
C.M.G., Major-General Ventris, Com-  
modore Gurney, Sir William Rees-Davies,  
Mr. Justice Gompertz, the Hon. Mr. E. H.  
Chatham, C.M.G., the Hon. Mr. E. H.  
Sharp, K.C., O.B.E., the Hon. Mr. J. H.  
Kemp, C.B.E., the Hon. Mr. E. R. Halli-  
fax, the Hon. Sir Paul Chater, C.M.G.,  
Sir Ellis Kadoorie, the Hon. Mr. Lau  
Chu Pak, the Hon. Mr. Ho Fook, Mr.  
S. B. C. Ross, Mr. F. C. Jenkin, C.B.E.,  
Majors Morgan, Ardoino and Cassell,  
Captain Harris, Subadar Bhagat Singh,  
Subadar Pala Singh, Chief Inspector  
Sirdar Khan, H.K.P.R., Mr. Abbas  
Khan, Sheikh Vallat Ali, Mr. E. F.  
Arculli, Mr. F. Talati, Mr. A. Abdul  
Rahim, Mr. S. K. Setna, Inspector  
Arculli, H.K.P.R., Mr. W. Rumjahn, Mr.  
Mootaboy, Mr. Alim Chand, Inspector  
Mohendra Singh, Inspector Nawab Khan,  
Jemadar Gerdut Singh, Jemadar Moha-  
med Khan, Inspector Sufiad, H.K.P.R.,  
Mr. M. Akber, Mr. Bisham Singh, Mr.  
H. M. Essaie Elias, Mr. S. D. Mahal,  
Mr. M. Lalchand, Mr. R. Carcin, Mr.  
Nussari-Wallah, Mr. A. Avastar, and  
Mr. R. B. Cooper.

Punctually at 5.30 p.m., His Excellency  
entered the Ball-room at the head of a  
procession composed of Major-General  
Ventris, Commodore Gurney, the Chief  
Justice, the Colonial Secretary, Director  
of Public Works, the Attorney-General,  
the Hon. Mr. Sharp, the Secretary for  
Chinese Affairs, Sir Paul Chater, and  
Mr. Justice Gompertz. After His Excel-  
lency had ascended the dais, a second  
procession entered, consisting of Mr.  
P. P. J. Woodhouse, A.D.C., carrying on  
a velvet cushion the insignia of the title  
of Khan Sahib; and Mr. Hashim Khan,  
the recipient of the honour, who was  
supported by Mr. Jenkin, and Mr. Ross.  
The insignia was a six-pointed star of  
silver, inlaid with enamel. In the centre  
was embossed H.M. the King-Emperor's  
head, surrounded by a circle bearing the  
words "Khan Sahib." On the reverse  
side was the inscription, "Hashim  
Khan, 1st January, 1913."

His Excellency addressed the new Khan  
Sahib as follows:  
Khan Sahib Hashim Khan.—It is my  
privilege to present to you the insignia  
of the title of Khan Sahib, which was  
conferred on you by His Excellency the  
Viceroy of India on the 1st January last.  
Apart from the question of your individ-  
ual services which have earned you this  
distinction, it is a special pleasure to me  
to do honour to a member of a family  
loyalty is already well known for its  
loyalty to the British Government. You  
are one of five brothers all of whom are  
serving the Government—two in the Army  
and three in the Civil Service. I would  
refer in particular to your brother, the  
Honourable Captain Ajib Khan, who  
has won for himself the high position of  
Captain in His Majesty's Indian Army,  
the Indian Order of Merit (the equivalent  
of the English Victoria Cross), and who  
has recently been elevated to the dignity  
of a member of the Legislative Council of  
the Governor-General of India. This  
record of loyalty and good service you  
have worthily emulated here in Hong-  
kong, although it has not fallen to you  
to serve the Government in a military  
capacity. Happily for this Colony, we  
have been, since the outbreak of war, free  
of tumult and disorder. At the same time  
we have had our periods of anxiety due  
to machinations of disaffected persons on  
the other side of the Pacific. At such  
times it has been of no little assistance  
to the Government of this Colony to be  
able to count upon the co-operation,  
good-will and advice of members of the  
Indian community. From among these  
who have been most eager to support the  
Government, your name was singled out  
for submission to the Viceroy of India,  
with the result that His Excellency has  
been pleased to confer on you the hon-  
ourable title of Khan Sahib in recognition  
of your good services. In this way  
honour has been done to you and, through  
you, to the whole Indian community.  
Besides these special services I have  
noted with pleasure your record of good  
service in your civil capacity and in the  
ranks of the Police Reserve, and I desire  
to draw special attention to the fact that  
this is the first occasion in the history  
of the Colony that an Indian decoration  
has been bestowed on an Indian member  
of the Hongkong Civil Service. In  
investing you with the honourable  
insignia of the title conferred on you, it  
remains only for me to congratulate you  
warmly and to hope that you may long  
be spared to enjoy this honour and to  
win further distinction in the service of  
Government. You have been blessed with  
three sons; I feel sure that in due course  
they will follow in your footsteps.  
(Applause.)

At the conclusion His Excellency invest-  
ed Mr. Hashim Khan with the insignia,  
which was suspended round the neck by a  
blue and white ribbon. His Excellency  
then shook hands with the recipient, who  
was afterwards warmly felicitated by all  
present.

After the ceremony refreshments were  
dispensed.

MEETING OF THE SANITARY  
BOARD

ESTIMATES FOR 1917.

A meeting of the Sanitary Board was  
held yesterday afternoon. Mr. Adam  
Gibson presided and there were also pre-  
sent Mrs. C. C. Hickling, the Medical  
Officer of Health; Hon. Mr. W. Chatham,  
Director of Public Works; Hon. Mr. E.  
R. Hallifax, Secretary of Chinese Affairs;  
Dr. Ozorio, Mr. C. G. Alabaster, O.B.E.,  
Mr. Chan Kai Ming, Mr. Ng Hon Tze,  
and Mr. J. L. McPherson (Secretary).

The CHAIRMAN, in reference to the draft  
estimates for 1917, raised the question of  
the cost of cleaning the bathing beaches.  
Since the Board met last the beaches at  
Deep Water Bay and Repulse Bay had  
been cleaned and the expenditure was  
nine dollars. He suggested that it was  
scarcely worth while having a separate  
item in the estimates for such class of  
work considering the smallness of the  
amounts involved.

Mr. ALABASTER asked whether it was  
the practice of the Department to wait  
for complaints by the public before any  
steps were taken to cleanse the beaches or  
whether there was anyone whose duty it  
was to see that they were kept clean.

It was decided that the Police officers  
should be asked to report and funds  
provided to have the work done when  
necessary.

The CHAIRMAN then announced that he  
had received a letter from Mr. Bowley,  
who could not be present that day, asking  
that the estimates might be held over  
until the next meeting of the Board.

Dr. OZORIO asked why there was  
nothing in the estimates respecting the  
Poultry market and the Chairman replied  
that the matter was in the hands of the  
P.W.D.

The DIRECTOR OF PUBLIC WORKS said  
any estimates provided for the Poultry  
market would not appear in the estimates  
of the Sanitary Department. They would  
come under the estimates for Public  
Works Extraordinary and those had not  
yet been framed.

Dr. OZORIO thought the Board ought  
to know something more about the mar-  
ket as it had to do with the health of  
the Colony, and moved that the estimates  
be held over until they had a satisfactory  
reply from the Government in respect to  
this matter.

Mr. ALABASTER seconded.  
The DIRECTOR OF PUBLIC WORKS pro-  
tested that the motion was *ultra vires*.  
The Board had nothing to do with the  
provision of the Poultry market and he  
could see no reason for deferring the  
estimates with any such object as that  
proposed.

Dr. OZORIO—I think it has everything  
to do with this Board. It is a question  
for the Board to decide whether the  
Poultry market ought to be erected or  
not.

The DIRECTOR OF PUBLIC WORKS—Oh,  
no. It is a question for the Government.  
The Board recommends in these matters.  
It has no power to decide what shall be  
done. That rests with the Government.

The CHAIRMAN said he was afraid  
nothing could be done as far as the  
estimates for the Sanitary Department  
were concerned. The estimates for the  
Public Works Department were another  
matter altogether. They could not put  
down money in their estimates for the  
Public Works to spend.

After a little further discussion it was  
decided to adjourn the consideration of  
the estimates until the next meeting.

CHANGES OF THE SANITARY STAFF.

Dr. OZORIO said that some of the  
Inspectors were in charge of two districts  
and he wished to know whether they  
could not get extra Inspectors or promote  
foremen.

The CHAIRMAN pointed out that it was  
practically impossible to get new men.  
One of the most experienced Inspectors  
of the Department had been given two  
districts with Mr. Ligores to help him.  
It was a make-shift arrangement and  
might be regarded as a war measure.  
Mr. Ligores, however, had had a good  
many years' experience and was a very  
satisfactory man in the Department. He  
had not been promoted to Inspector but  
the position he held now under Mr.  
Lambie could be regarded as some sort of  
promotion for him.

ICE CREAM VENDORS.

Mr. ALABASTER asked the reason for  
the delay in framing the draft regula-  
tions for the licensing of ice-cream  
vendors.

The CHAIRMAN remarked that the only  
explanation of the delay was that the  
Department had been hopelessly over-  
worked in the Spring and it was only  
after the pressure had subsided, a little  
that these side issues could be taken up  
again.

Hon. Mr. HALLIFAX questioned the  
necessity of these regulations for ice-  
cream vendors unless it was shown that  
ice-cream, as at present retailed, was a  
direct source of danger. Because such  
regulations were in force in other parts  
it did not necessarily follow that they  
were required here. They might simply  
be adding another burden to life without  
a real cause.

The CHAIRMAN remarked that whether  
ice-cream was a source of danger was  
purely a medical question upon which he  
would not venture an opinion.

Subsequently it was decided to leave  
the matter over until the Board had  
further information regarding it.  
The meeting shortly afterwards ter-  
minated.

## HONGKONG MAGISTRACY.

DISCHARGED.

Two Chinese were charged, on remand,  
with stealing a black box, containing a  
quantity of clothing.

It will be remembered that at the pre-  
vious hearing Inspector Kent applied for a  
short remand to enable him to trace the  
owner. Yesterday he informed the  
Magistrate that he had been unsuccessful  
in his attempt.

Mr. Wood thereupon discharged the  
two defendants.

ALLEGED ASSAULT ON A POST  
OFFICE SERVANT.

Mr. Soares, of the s.s. *Heungshan*, was  
charged with assaulting a servant of the  
Post Office.

It was stated that complainant went on  
board the vessel to get the mail bags, but  
defendant refused to admit him and  
assaulted him.

Mr. Soares denied this.  
Owing to insufficient evidence defend-  
ant was discharged by Mr. Wood.

ALLEGED THEFT FROM SANITARY  
DEPARTMENT.

A Sanitary Board coolie was charged  
with stealing a quantity of canvas wrap-  
pers. Another Chinese was charged with  
receiving the property, knowing it to be  
stolen.

Inspector Lyon stated that the wrap-  
pers were used to protect clothing, which  
had been disinfected, from the dust, etc.  
Nobody had any permission to remove  
the wrappers.

Mr. Wood adjourned the case for  
further enquiries.

ALLEGED UNLAWFUL POSSESSION  
OF OPIUM.

A young Chinese woman was charged  
with being in unlawful possession of  
eighteen taels of opium.

Mr. W. B. Hind, who appeared for the  
defence, applied for a short remand. He  
stated that the Police searched defend-  
ant's house in Lyndhurst Terrace on  
Monday night, just a few minutes after  
her husband had left the premises. First  
of all, a legal question arose as to whether  
the opium was in her possession at the  
time of her arrest; secondly, whether she  
was acting under the compulsion of her  
husband. This was, *prima facie*, a case  
of acting under compulsion.

Mr. E. D. C. Wolfe remanded the case  
till to-day, fixing bail at \$2,000.

## A BIG HAUL.

A Chinese pleaded guilty to being in  
unlawful possession of 225½ taels of  
opium, valued at \$2,600.

Inspector Gordon stated that defendant  
was arrested at 8 a.m. on Monday morn-  
ing at the Kowloon Star Ferry wharf.  
The opium was found in 225 tins amongst  
his luggage. Defendant took the Police  
to a boarding-house at Yaumati, which  
was well-known to the Revenue Depart-  
ment as carrying on deals in opium.  
There was no doubt that defendant had  
been concerned in those deals.

Mr. Wolfe sentenced defendant to nine  
months' hard labour, and ordered the  
confiscation of the opium.

An old Chinese woman was charged  
with being in unlawful possession of eight  
taels of opium.

Inspector Wilden stated that defendant  
was arrested in Connaught Road and the  
opium was found concealed round her  
waist.

Defendant said that a man gave her  
the opium to take into the country.

Mr. Wolfe fined defendant \$250, with  
the alternative of two months' hard  
labour.

## THEFT OF ZINC.

A Chinese was charged with stealing  
four zinc sheets, valued at \$38, while a  
second Chinese was charged with receiv-  
ing it, well knowing it to have been stolen.

It was stated that about sixteen sheets  
of zinc belonging to the War Department  
had been stolen, and only four were  
recovered. Thefts were of frequent occur-  
rence, the last taking place only three  
weeks ago.

A *lukong* stated that he met the first  
defendant at the Kowloon Pier trying  
to engage four men to carry the zinc  
sheeting. He questioned first defendant,  
who informed witness that he had bought  
the metal from the second defendant.

Defendants accused each other of the  
theft.

Inspector Davitt said that as there was  
insufficient evidence against the second  
defendant, he wished to withdraw the  
charge.

Mr. Wolfe discharged the second de-  
fendant, who then went into the witness-  
box and stated that he was an eye-witness  
to the theft, which was carried out by  
first defendant.

Mr. Wolfe sentenced defendant to three  
months' hard labour.

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# THE WAR.

## ALLIES CONTINUED PROGRESS IN FRANCE

### CROWN PRINCE'S REAR-GUARDS RUTHLESSLY SACRIFICED.

#### COUNT CZERNIN ON AUSTRIA'S ROLE AS MEDIATOR.

#### RESIGNATION OF AUSTRIAN CABINET.

#### Franco-Belgian Front

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### THE BRITISH FRONT. SUCCESSFUL MINOR ENTERPRISES.

LONDON, July 22nd. 1.15 p.m.

Sir Douglas Haig states:—We gained ground on July 21st, south-eastward of Hebuterne. We, in conjunction with the French, carried out a successful minor enterprise at night-time southward of Willers-Bretonneux and captured a few prisoners and machine-guns.

Our raiding parties entered the trenches at night-time in Neuville-Vitasse, Calonne-sur-Lalys, and northward of Bailloul, and brought back prisoners.

We repulsed a hostile raid on Bailloul.

EARLIER CABLES.

#### NOTHING TO REPORT.

LONDON, July 21st.

Field-Marshal Sir Douglas Haig states there is nothing to report.

#### AERIAL OPERATIONS.

Our aeroplanes yesterday dropped 18 tons of bombs on the Courtrai and Lille railways, Bruges Docks, three large dumps and on billets.

There has been more air-fighting. We brought down 14 aeroplanes, drove down three uncontrollable and destroyed three balloons. Seven British machines are missing.

#### A BUSY AND SATISFACTORY WEEK-END.

Reuter's Correspondent at British Headquarters, telegraphing this afternoon, states:—A busy and satisfactory week-end was rounded off by a raid on German positions at Aveluy Wood, destroying dugouts and bringing back two machine-guns.

In the Meteren operation the Austrians extended on the right flank of the Scottish attack, well down towards the Hazebrouck-Bailloul railway, advancing 1,000 yards on a two-mile front. The enemy was driven back in the centre 1,300 yards.

The 81st German Reserve Division suffered considerably in this locality.

#### SOUTH AFRICANS' SUCCESS.

Besides the Scottish, a body of South Africans fought with conspicuous success, taking, with the Scotsmen, six officers and 377 men prisoner, besides two-thirds of the total haul of 10 trench-mortars and 50 machine-guns. The Austrians captured over 100 prisoners.

During our first rush under cover of a smoke-screen the Germans were caught struggling into their respirators. They complained that they ought to have been relieved days before.

Beyond spasmodic shelling the enemy did not retaliate.

LATEST CABLES.

#### FRENCH FRONT.

#### SOISSONS OBSTINATELY DEFENDED.

LONDON, July 22nd. 10.50 a.m.

Reuter's Correspondent at French Headquarters, wiring at 11 p.m. on July 21st, states:—The fighting at Montagne-de-Reims was extraordinarily bitter. The Highland and North County troops, sent into battle yesterday, were again heavily engaged to-day. They made further progress, despite the masses of German reinforcements, and captured Saint Euphrasie and Bouilly.

Between the Aisne and the Marne our progress was more rapid. North of the Ourcq we crossed the Soissons-Chateau Thierry road at several points, but the enemy are defending Soissons very obstinately. South of the Ourcq, where the enemy was pressed from west to south by the French, who crossed the river Rad, the retreat is still more rapid.

#### HOW THE BATTLE-LINE RUNS.

The line now runs through the villages of La Croix, Griselles, and Epila, making the advance five miles from the west and three miles from the south.

The French infantry stormed the heights east of La Croix and Griselles. We took, in enemy positions south of the Marne, 400 machine-guns and 30 cannon.

It is evident that the enemy mean to cling to the last to both flanks of the present line, straightening it if necessary. With his left in Montagne-de-Reims and his right on the plateau above Soissons, he could still present a formidable defensive front on the great plateau running south-east from the Aisne between the Vesle and Crise rivers.

#### AMERICANS CAPTURE OVER 8,000 PRISONERS.

LONDON, July 22nd.

An American communiqué of July 21st, states:—Between the Aisne and the Marne the day has brought fresh successes. The enemy is being forced to yield bitterly-contested positions.

We have captured during the past few days over 8,000 prisoners, over 1000 cannon, besides many trench mortars and machine-guns.

#### ENEMY RESTRICTED TO COUNTER-ARTILLERY WORK.

LONDON, July 22nd. 4.15 p.m.

A French communiqué states:—The enemy, at night-time, restricted himself to counter-artillery work north of the Ourcq, and between the Marne and Rheims, notably at Bois-de-Courtoir and Bois-de-Roi.

Between the Ourcq and the Marne we smashed up a powerful enemy counter-attack in the regions of Griselles and Beuzat German.

We maintained our positions everywhere.

#### ALLIES TIRELESSLY ATTACKING.

Under the double pressure of the Franco-Americans, operating between the Ourcq and the Marne, and the French, who crossed the river between Fossy and Charveux, the Germans were driven back beyond the line, Beuzat German—Mont St. Pere. Chateau-Thierry is practically cleared northwards.

Between the Marne and Rheims there has been a very violent battle all day, the Franco-British, in conjunction with the Italians, tirelessly attacking large enemy forces.

We captured St. Euphrasie and Bouilly, and gained ground in the Ardre Valley.

#### PRISONERS AND GUNS CAPTURED.

The British in the Courtoir and Roi Woods captured 4 guns and 400 prisoners, including 11 officers, of whom two are colonels.

Despite the storm and low clouds on July 20th, pilots felled 11 German aeroplanes.

Franco-British bombers dropped 6 tons of bombs on bivouacs, convoys, and concentrations.

Lieut. Fonck felled 7 machines between July 16th and 19th, bringing up his bag to 56.

[THROUGH HAVAS AGENCY.]

#### GERMAN RE-CROSSING OF THE MARNE.

PARIS, July 23rd.

Havas Agency reported on July 21st:—Just as his brilliant lieutenant, Hoetendorf, had been obliged to recross the Piave in disorder, General Ludendorff has just re-crossed the Marne under the pressure of the French troops. The first

reason why the Germans lost the strip of ground stretching over 15 kilometres which they had succeeded in occupying on the south bank of the river at the price of most costly sacrifices is the Franco-American counter-attack on the right flank of the enemy between the Aisne and the Marne. The advance made was sufficient to threaten the German lines of communication by rail and road and to make the re-occupying of the hostile troops most difficult. Besides, the series of local attacks which, after checking the enemy advance, rendered the French masters of the heights dominating the German positions, and continually exposed them to artillery fire. Finally, the steady activity of our batteries and aviation and the ceaseless shelling of the banks of the Marne at all the places where the enemy threw bridges made them untenable, for the German divisions were shut in on the left bank almost without communication with the great mass of the army. Since the 17th inst. no transports have been able to pass from one bank to the other. Unable to advance their positions, dangerously threatened on their right flank, pressed on their left, crushed by our shells, and on the point of running short of food and ammunition, the divisions which had been destined to capture Epernay and Chalons had only one chance of escape left. It was to beat a retreat. This they began on the night of July 16th-20th, but attention being drawn to the clouds of smoke which were spread on the Marne to try and mask their movements, a terrible fire broke forth over their divisions, and it was under a shower of shells and a rain of bullets from machine-guns, which broke down the bridges and covered both banks of the Marne with projectiles, the Germans losing in dead more than 50 per cent. of their effectives, that they were able to carry out their evacuation.

GERMAN COMMAND RUSHING UP RESERVES.

PARIS, July 20th.

Havas Agency reported on July 20th:—Despite the fierce resistance the French and American troops continued to progress yesterday between the Aisne and the Marne, wresting from the enemy a large number of highly important positions.

The count of prisoners and material is not yet complete, but the figure given will be higher than that given in the communiqué, when the exact number of captives in all sectors will be known.

Yesterday's gains were made in the face of a desperate defence by a powerfully reinforced enemy.

After the first day's surprise the German Command rushed bodies of reserves nightly to the danger zone, which spread cut along the whole battle-front, to stiffen the breaking line of badly battered divisions, reeling under the blows of the Franco-American troops.

#### ENEMY TROOPS UNABLE TO WITHSTAND ALLIED ONSLAUGHT.

But even this array of fresh troops could not withstand the Allied onslaught nor could determined counter-attacks dislodge the Franco-Americans from the ground gained on Thursday. The plateau, dominating Soissons and the south-west of the Aisne and the Chateau region, were firmly held, while in the centre of the Allied line, a fresh advance of several kilometres is reported. On the right flank, the plateau, north-west of Bonnes and the height north of Courchamps, was brilliantly stormed and won. Operations on both flanks of the Marne, with their important results, have completely stopped the enemy's activity on the Marne-Champagne fronts. General Foch's move has not only stopped the march on Epernay, but has relieved the pressure on this centre for a brilliant counter-attack early yesterday. The enemy has been hurled back a considerable distance. Progress has been made also at several points north of the Marne and on Montagne Rheims front.

[THROUGH REUTER'S AGENCY.]

#### THE SCABS FALLING FROM GERMAN EYES.

AMSTERDAM, July 22nd.

Forwards, referring to the Allied counter-offensive, contains the following significant passages:—Victories in attack and defence have hitherto been the justification for the German people continuing to entertain strong hopes. What is now happening on the Western Front is assuredly calculated to bring those people to their senses who represented the German summer campaign of 1918 as a grandiose military promenade, ending with the complete destruction of the enemy. Despite all her victories, Germany still fights against material and numerical superiority. Our initiative, too, has to be daily re-born, and the hydro-heads of the *Entente* reserves have to be daily cut off. All our victories are victories of the defender.

#### FRENCH USE GERMANY'S 'ELASTIC DEFENCE.'

STOCKHOLM, July 22nd.

For once the pro-German and Swedish Press do not attempt to minimize the importance of the Allied advance.

Enormous headlines in the Stockholm *Dagbladet* and *Svenska Dagbladet* declare that the German reserves are increasing.

*Dagens Nyheter*, carefully reviewing the position, says the German recrossing of the Marne marks the complete relinquishment of the great offensive and admits failure. All the abortive explanations from Berlin cannot alter the fact. Nobody will credit the statement that the German High Command achieved his aim.

On the other hand, the importance of the success of the French counter-offensive cannot be estimated by territory won alone. The "elastic defence," which the Germans claimed as their speciality has been applied by the French in Champagne, whereas the Germans entirely forgot their own methods.

SPANISH OPINION AFFECTED.

LONDON, July 22nd.

The *Times* Correspondent at Santander says the failure of the German offensive has definitely affected Spanish opinion, and that many avowed Germanophiles are beginning to waver.

#### THE ABSURDITY OF GERMAN APOLOGIES.

LONDON, July 22nd.

The newspapers expose the absurdity of the German apologies for re-crossing the Marne. The remark that the hurried and foolish attempts to disguise the disaster are very significant and the most welcome signal that could be made from Berlin at this particular moment, for a grave defeat has been imposed upon the enemy, who dare not, for both political and military reasons, contemplate failure.

What marks the delightful theory that the Germans re-crossed the Marne because they had accomplished their purpose is the fact that the Crown Prince is fighting most furiously between the Marne and Rheims, ruthlessly sacrificing his rear-guards in order to prevent a rout. It is suggested that General Ludendorff's arrogant under-valuation of the Allied offensive powers was due to his belief in the non-sense recently published in Germany about General Foch and his reserves.

EARLIER CABLES.

LONDON, July 21st. 11.25 p.m.

Reuter's Correspondent at French Headquarters, telegraphing this afternoon, discussing the reason for the failure of the German offensive, says the Crown Prince made a mistake in attacking on too wide a front. He calculated on a larger numerical superiority than he actually possessed. The plan was well conceived and worked out, and the Germans knew we expected them either to return to their original plan of dividing the French from the British, or attempt to march on Paris. The plan chosen would have meant a substantial gain in material and the moral would have been great. It had for the most part on Paris. It had the advantage of an offensive facing the south and east instead of the west, and General Ludendorff reckoned that we would not be ready to meet the army which turned its back on Paris.

#### GERMANS' FIVE TERRIBLE DAYS.

The eight enemy divisions which crossed to the south bank of the Marne were never able to cross the hills overlooking the river from the south. None of those who lived to re-cross the river will forget the five terrible days they spent south of the Marne. The night they held was overlooked everywhere by the French and American artillery observers, and enclosed in a narrow space between the river and the hills they offered a sure target to our artillery.

For food and munitions they depended upon transport across bridges which were constantly shelled and also regularly bombed by French and British aeroplanes. They were never able to bring across any artillery heavier than mountain-guns and light machine-guns.

Owing to the superiority of our artillery they found themselves in the same position as the Austrians on the south bank of the Piave. Their communications were uncertain and unsafe, and their losses from artillery fire were startling, 50 per cent. of the total strength of some units being casualties.

The Crown Prince overreached himself. The French Command foresaw the operation. The Germans momentarily gave serious ground for disquiet by crossing the Marne and developing the attack along the river. On the other hand, the main attack east of Rheims failed, which meant that the operation as a whole was doomed to failure. Nevertheless, the Germans decided to proceed with their original plan and move up the Marne valley.

The result was a week of futile fighting, during which the enemy the whole time were under our observed artillery firing and lost heavily. The Germans were told that only a few American battalions were engaged, which were so distributed as to give the impression that they were a great many Americans fighting. The German staff seem to have believed this themselves. Now they realize their mistake.

#### ENEMY DRIVEN BACK.

PARIS, July 22nd.

A communiqué states:—The battle continues under favourable conditions on the whole front between the Marne and the Aisne. Our troops north of the Ourcq are driving back the enemy, who are striving to arrest our advance.

We made progress in the fighting in the region north of Ville-Montore. Farther south we are advancing east of the Parcy Tigny-Billy-sur-Ourcq line.

South of the Ourcq we made a big advance beyond Naullly St. Front and captured the heights east of La Croix and Griselles.

#### NEWS FROM FRONT STILL BETTER.

LONDON, July 21st. 9.45 p.m.

The news received in London from the front this afternoon is still better. The Germans are faced with a difficult and unpleasant alternative. They have either to endeavour to beat back the French from Soissons, in order to secure the railway for the purpose of supplying the advanced troops in the pocket between Rheims and Soissons, or to retire their forces further from the Marne, and thus flatten out the salient.

The present line west of Rheims leaves the enemy a slip four miles deep in the Marne valley on a 13-mile front. This is the enemy's sole territorial gain since the offensive began on July 16th, which has been purchased at enormous losses.

Further to the left strong enemy forces hold the north bank of the river, at present preventing the French from crossing. The enemy only succeeded in crossing by sacrificing his rear-guards.

#### FURTHER FRENCH ADVANCE.

The French hold the heights around Chateau Thierry, and are thus enabled to dominate a large area. In the Ourcq Valley the French reached Chateau Thierry, further endangering the enemy on the Marne.

The latest reports state that the French have advanced between six and nine miles. The enemy, sorely pressed, made frantic attempts to counter-attack with fresh troops, but did not succeed in loosening the French grip on the railway and roads.

The enemy appears to have incorporated a new army between the Marne and the Aisne, the Staff of which is composed of officers from Ukraine, whose staff work indicates slowness and disorganised effort.

#### SOISSONS NO LONGER SAFE.

PARIS, July 21st. The capture of Chateau Thierry registers the fall of one of the pivots on the German front between the Marne and the Aisne. The other is Soissons, which is no longer safe.

General De Goutti's Army entered Chateau Thierry at dawn to-day. The enemy withdrew the previous night in order to avoid envelopment.

#### ENEMY LOSE 50 PER CENT. OF EFFECTIVES.

PARIS, July 21st. The Germans endeavoured to cover their retreat across the Marne by pouring out great volumes of gas and opening a barrage of fire from the north bank. The French replied with a terrible fire. Squalls of shell and a rain of machine-gun bullets and a storm of bombs destroyed the bridges and covered both banks of the river with projectiles.

The enemy lost 50 per cent. of his effectives before he had completed the evacuation of the south bank.

#### ITALIAN FRONT.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### ITALIAN CAVALRY CHARGE AN AERODROME.

LONDON, July 22nd. 6.50 a.m.

The *Daily Mail's* Correspondent at Valona, wiring on July 17th, states:—During the Italian advance in Albania 500 cavalry charged an aerodrome with drawn sabres. The astounded airman and mechanics surrendered without resisting.

#### AUSTRIANS SHOOT 300 CZECHS.

LONDON, July 22nd.

The *Times's* Correspondent at Berne states that the Austrians summarily shot 300 Czechs captured on the Piave, who formerly belonged to the Austrian Army.

EARLIER CABLES.

#### ITALIANS CARRY ENEMY POINT.

LONDON, July 22nd. 1.00 a.m.

An Italian official report states:—In Albania we carried the point 1,071 on the crest of Malysiloves, taking prisoners. The French, advancing astride the Devoli, participated in the action.

Our captures in Albania to July 16th were 2,187 prisoners, 10 medium guns, 10 field mountain-guns, four trench-guns, two trench-mortars, 38 machine-guns, six aeroplanes and much other material. We also liberated some hundreds of Italian and Russian prisoners.

#### ITALIANS WELL WITHIN AUSTRIAN TERRITORY.

LONDON, July 21st.

Reuter's Correspondent at Italian Headquarters reports:—Mount Stabel, mentioned in a communiqué yesterday, is well within Austrian territory. It is an important gain, because it commands Val-di-Genova to the east, and gives excellent observation over the Austrian lines of communications.

#### Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

#### THE SUNKEN AMERICAN CRUISER.

WASHINGTON, July 21st.

The cruiser reported sunk was the *San Diego*, which was sunk off Fire Island. Several German-made mines were found in the vicinity, but no submarine was sighted.

There is no report of any other vessel being attacked.

Eleven hundred and eighty-three survivors were landed at an Atlantic port. The casualties were 48.

LATEST CABLES.

#### A HAPPY COINCIDENCE.

DESTROYER "MARNE" SINKS GERMAN SUBMARINE.

LONDON, July 22nd.

The Admiralty announces a happy coincidence. On the same day that the Allies drove back the Germans across the Marne the British destroyer *Marne* sank a German submarine.

#### Aerial Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

#### ATTACK ON ENEMY AERODROME.

LONDON, July 21st.

The Air Ministry announces that photographs show the extensive damage inflicted upon a hostile aerodrome at Morhange, the result of the attack at night on July 16th. One large shed and three hangars were destroyed.

#### General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### AUSTRIAN CABINET RESIGNS.

COPENHAGEN, July 22nd.

News comes from Vienna that the Austrian Cabinet has resigned. It is anticipated that Count Czernin will form a new Cabinet.

#### THE SILVER MARKET.

LONDON, July 22nd.

Messrs. Montagu's report states that the price is unchanged. The tone is robust. Shanghai exchange eased to 4s. 8½d.

Silver is quiet.

In silver there is a small trade and the demand is quiet.

EARLIER CABLES.

#### GERMANY'S "PAWN."

AN INSULT TO BELGIUM.

LONDON, July 21st.

Mr. Balfour, in a speech at Westminster, alluding to Count Hertling's recent reference to Belgium as a "pawn," said this meant that, having attacked Belgium without provocation, having conquered it, treated it pitilessly, and deprived it of every material good and all the moral benefits attaching to its freedom, the Germans were prepared to give it up, provided they could get some other territory on which to exercise their peculiar gift. The Germans would consent no longer to oppress Belgium if the Powers permitted Germany to oppress some other areas in Europe or elsewhere. Of all the outrages to which Belgium had been subjected none had been more insulting.

#### LANCASHIRE COTTON OPERATIVES ON STRIKE.

LONDON, July 22nd.

Four thousand cotton workers are now idle at Wigan, owing to the dispute regarding the advance in wages.

#### AUSTRIA AND GREAT BRITAIN COUNT CZERNIN CONCILIATORY.

AMSTERDAM, July 21st.

Count Czernin, in a speech in the Austrian Upper House, declared that Austria had no direct friction with Great Britain. Austria was less unpopular, weaker, less dangerous and more moderate in her demands than Germany, and was fairly free from annexationist desires. Thus Austria was absolutely predestined for the rôle of mediator, but only provided she possessed the full confidence of Berlin.

Count Czernin hoped that Germany's war-aims remained purely defensive. The mere presumption that the terrible war was being prolonged for foreign States' annexationist aims would endanger the Alliance.

#### AFFAIRS IN RUSSIA.

THE "BLOODY CZAR."

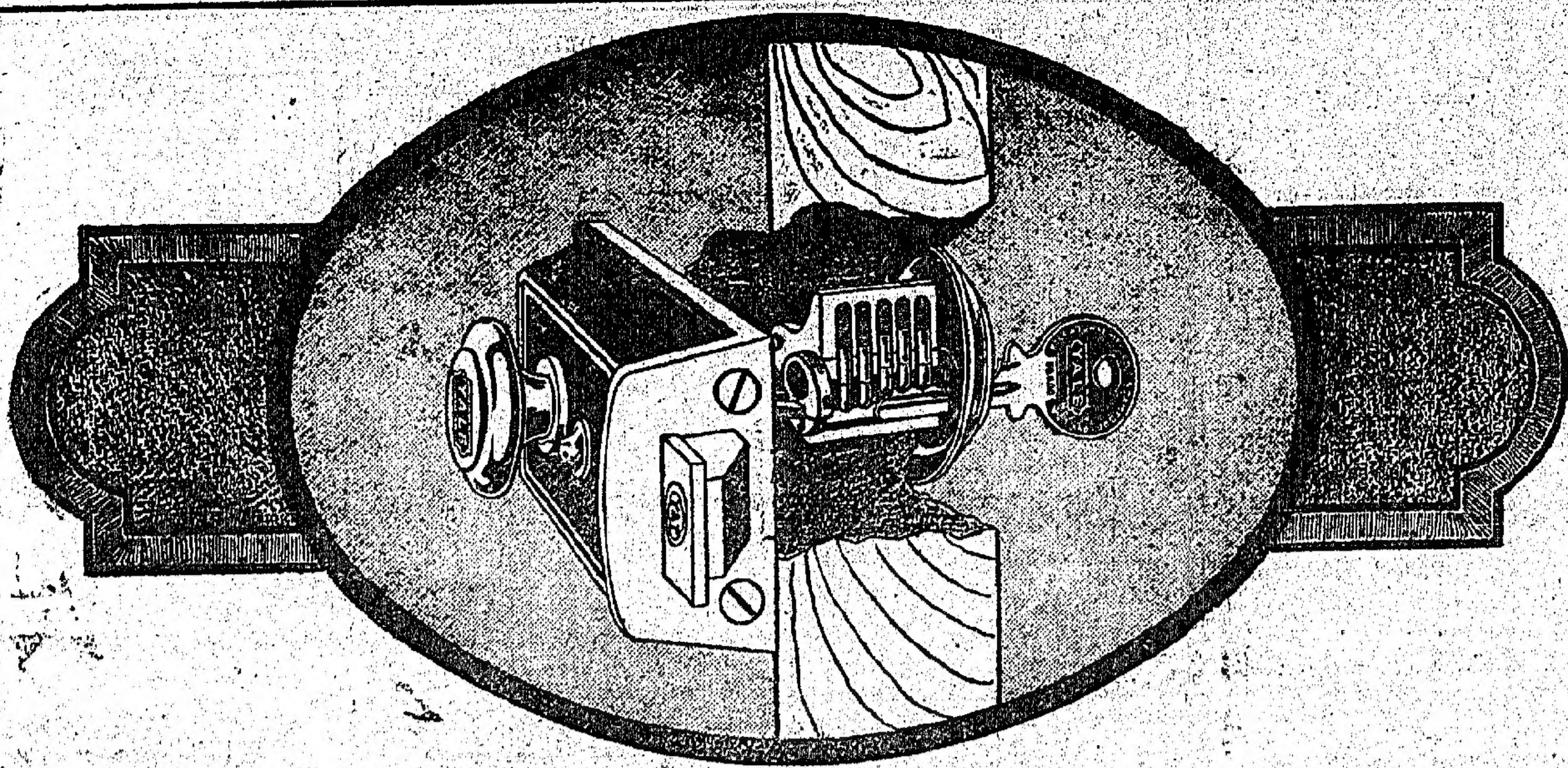
AMSTERDAM, July 21st.

A message from Moscow states that the newspaper *Byedniet* reports: "By order of the Revolutionary people the 'Bloody Tsar' happily is now deceased at Ekaterinburg. Vive Red Terror!"

#### CONFISCATION OF EX-IMPERIAL PROPERTY.

A decree, dated July 17th, declares that the entire property of all members of the former Imperial House, including deposits in Russian and foreign banks, to be the property of the Russian Republic.





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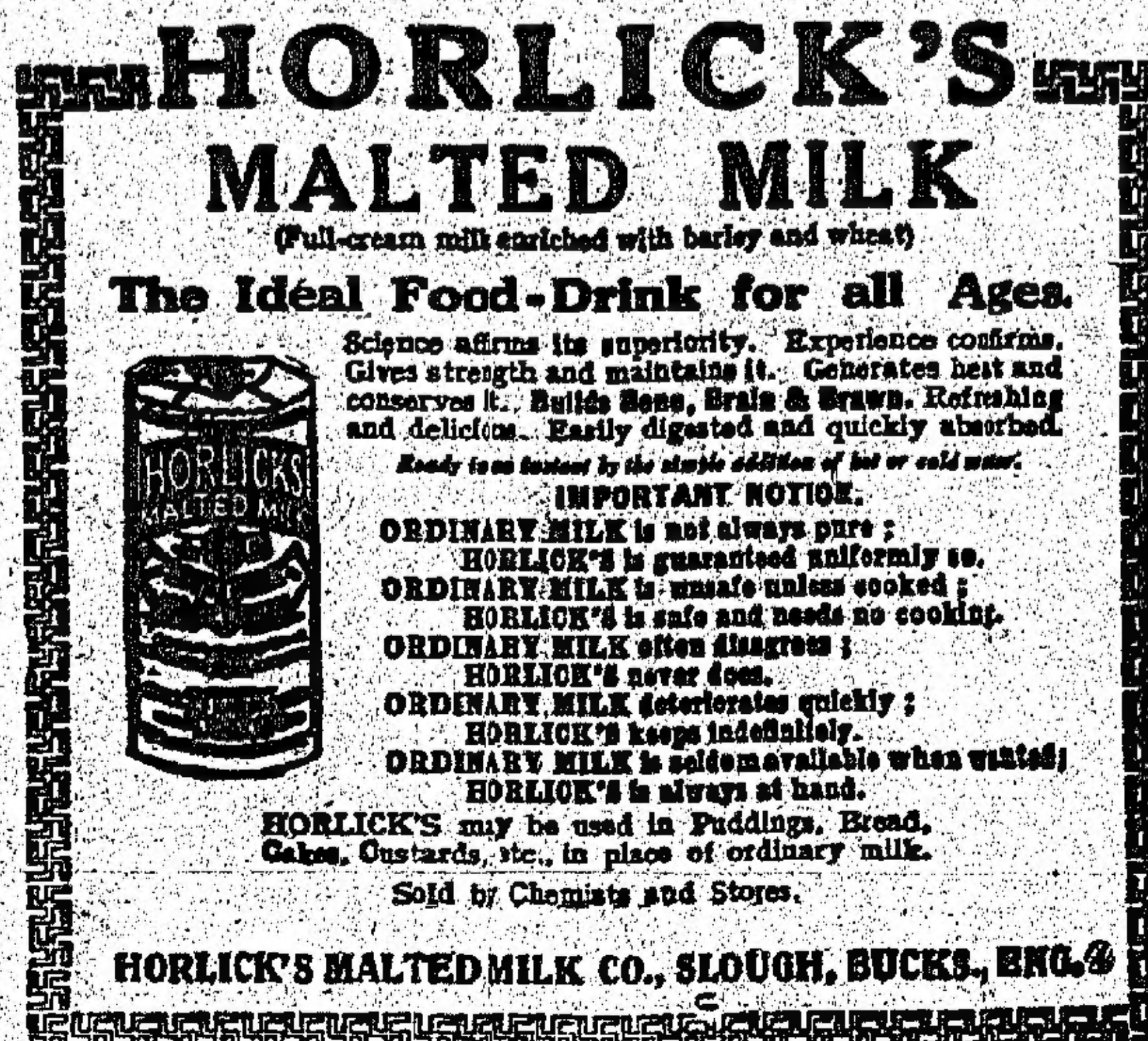
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### INDIA DEFENDED AT BAGDAD GENERAL MARSHALL'S PLANS TO FOIL THE ENEMY.

[BY MAJOR-GENERAL SIR F. MAURICE.]

It would be profitless to reopen the story of our first ventures and early failures in Mesopotamia; present interest centres in what we are doing there now. Speaking in the House of Lords on April 9th, Lord Curzon said: "We are an Eastern as well as a Western Power, and the pillars of our dominions are planted at Delhi and Cairo no less than in these islands. We were drawn into the Mesopotamian campaign by the necessities of Imperial defence." That means that we are defending India at Bagdad.

The Germans have suffered no more grievous illusion in this war than the one which arose from their belief that our Empire was a rotten tree, the branches of which would fall at the first storm. They looked particularly to South Africa, Egypt and India for troubles which would cause us grave embarrassment, and, in fact, expected, and prepared to assist, the outbreak of open revolt in all three. The splendid and unswerving loyalty of our Dominions and Dependencies has brought these hopes to nothing as much as have the successes of our arms in the more distant theatres of war.

#### COLLAPSE OF RUSSIAN BARRIER.

Yet as regards the enemy's attempts on India, we have had and still have our anxieties. Before Maude entered Bagdad, and, by joining hands with the Russians, established an effective barrier against the enemy's attempts to penetrate further East, German agents and bands under German leadership, had entered Persia freely, reached the frontiers of India, and even penetrated Afghanistan, whence they were turned back by our loyal friend the Amir. With the collapse of Russia the barrier established on the frontier of Persia broke down, and the road to Turkish and German ambitions was again open.

What have we been doing to meet this menace? Maude's policy after he entered Bagdad was to use his central position to strike out right, left, and centre, at the enemy as he got his chance. In a country in great part desert the enemy's lines of advance are limited to the waterways, which converge on Bagdad; the Diale coming down from the north-east and the Persian frontier, the Tigris from Mosul and the north, the Euphrates from the direction of Aleppo and the north-west.

With lines of railway running up each of these river valleys from Bagdad, we have been able to strike swiftly and successfully against an enemy who, without railways and with deserts to traverse, cannot readily transfer his forces from one river line to another. It is told of Forrest, the Confederate cavalry leader in the American Civil War, that he was asked by a lady for the secret of his successes in the war, and replied, "Ma'am, I got there first, with the most men." That is exactly what has been happening in Mesopotamia. Our early troubles arose mainly because we had no railways and could not obtain sufficient river steamers; our communications were, in fact, bad. Now we have adequate railways and a ample river fleet; our communications are good, much better than the enemy's, and we get there first with the most men.

#### GENERAL MARSHALL'S PLANS.

It will be remembered that early in the year General Marshall struck with his left on the Euphrates and occupied Hit; then, after a pause, he attacked the Turkish force holding Bagdad, about twenty miles up-stream of Hit, and completely annihilated it, capturing over 6,000 prisoners. Our pursuit carried us to Ana, nearly 200 miles north-west of Bagdad, and enabled us to destroy all the considerable preparations which the enemy had made for an attack upon us by the Euphrates lines.

It now appears that Marshall has drawn in his forces to Hit, as the Turks have reported that they have re-occupied Bagdad. It is clearly no part of his plan to weaken his power of getting there first by extending his advance beyond what his communications can sustain. Having cleared the Euphrates of the enemy's advanced bases, just as Maude cleared the Turkish base at Tekrit on the Tigris, Marshall, free from any anxiety as to his left, has turned his attention to his right, where is the gap left by the withdrawal of the Russians and successful blows, which have resulted in the capture of more than 1,200 prisoners and twelve guns, he has practically annihilated the Second Turkish Division, which was on the Persian frontier to the north-east of Bagdad. We have occupied Kirkuk, with its valuable coal mines, and have pressed on through Kirkuk to the lesser Zab, at the point where the road to Mosul crosses that river some 80 miles south-east of the latter town.

#### HOT WEATHER SEASON.

We now learn that our cavalry have advanced up the Tigris to the rapids of Khatib, 120 miles north of Bagdad, about 16 miles below the junction of the Tigris and the lesser Zab. We have by these successes cleared a wide circle round Bagdad. Before attacking us in force, the enemy, being without railways, must re-establish the advance depôts we have destroyed and fill them up with the necessary food, stores and munitions, a slow and toilsome business, when he is dependent upon river-borne traffic.

More important for our immediate purpose, these successes will certainly have an effect in Persia, where wavering may well have begun to doubt whether the collapse of Russia had not brought with it as great a menace to our position in the East as it has to that in the West.

The hot weather which is now setting in forms as effective a bar to active military operations as the winter mud in Flanders, and neither the Turk nor the German like it more than our own men. It therefore will not be surprising if we do not hear much from this part of the world for some time to come. Not the least of the advantages we have gained by our recent efforts is that we have occupied a portion of the Persian foothills which give us healthier country for summering our troops than the plains of Bagdad afford.—Daily Chronicle.

### THE FATHER OF THE AEROPLANE.

A TALK WITH ORVILLE WRIGHT.

[BY FRANK DILNOT.]

I stood in a big meadow at Dayton, Ohio, near a modern battleplane which was just preparing for flight, and talked with Mr. Orville Wright, one of the two famous brothers who first left the ground in a heavier than air machine and established the foundations of the aeroplane as we know it to-day.

The father of the aeroplane—for he is no less than that now that his brother Wilbur is dead—is a quiet-voiced, slender little man, strangely reminiscent of Sir J. M. Barrie in his reticence and modesty. I thought he looked very English when I was introduced, in his dark overcoat, bowler hat and trim moustache touched with grey. There was the manner of the English gentleman with him too, unassuming, courteous, but quite unassertive. His dark blue eyes had a genial welcome in them. He seemed glad to see one. He was very interested in what the visitors had to say—very much more interested than in explaining his own views. Withal gentleness shone from him, and a practised observer of men and things, if without knowledge of the man, would have found him a person of culture, something of a dreamer rather than a man of action who had produced one of the world's great discoveries.

#### PROGRESS IN AERIAL INVENTION.

I had the advantage of several hours with Mr. Wright during the afternoon and evening and, as a result, I was enabled to get a little nearer the real man than is usually possible on a formal few moments' introduction. It was as we stood in the meadow watching the huge war plane making ready, and smiling at the grim face of the experienced pilot as he learned that he was to take up a young enthusiast who had never been in the air before, that I asked Mr. Wright if there was not a tremendous difference between his initial aeroplane and those marvels of science which are now engaged in battle over the Western front.

To my surprise he said there was little difference in fundamentals. The wings were very much larger and, of course, there were a score of incidental improvements, but, so far as the general idea and the general appearance went, there was not a great deal of difference.

Later on I asked Mr. Wright to tell me about the historic moment when his aeroplane first left the ground and went into the air. He smiled at the memory, and his eyes lighted up. "My brother Wilbur and I had been experimenting with gliders on the sides of hills for some time," he said. "We had devoted ourselves to exhaustive calculations with regard to progress through the air, calculations which, of course, were increased and multiplied as our experiments progressed. Finally, we built an airship and put a motor in it, with a view to trying to make a flight. We went down to North Carolina on the shore. It was in the winter, on December 17th, 1903, that we made the venture down there. We got the machine out in the morning—I remember it was about 10.30. There was nobody about, but while we were fixing up things a man made his appearance, attracted by the unusual sight of the aeroplane.

"What is this?" he asked. I told him it was a flying machine.

"Do you expect to fly with it?" he said, smilingly.

"Yes," I answered, "that is, if the conditions are favourable."

"Oh, yes," he said, "your machine will fly—if the conditions are favourable."

The intonation made his meaning perfectly clear. He went off and left us, apparently having no time to waste on such useless facts. The moment came when we were to start the machine. It was a question of who should make the first trip, Wilbur or I. We tossed a penny as to who should be the first. Wilbur won.

He got into the machine, and then after a lot of trying we couldn't start it. We spent some time in adjustment, and then I took my turn. The machine began to rise in an undulating kind of way, then it got clear off the ground, some 15 feet or more, and made a flight of something like 150 feet. That was the first flight. Later in the day we had longer trips."

#### FLYING MACHINES IN WARFARE.

I asked Mr. Wright if he had any idea, when he and his brother were trying to make the flying machine, as to their eventual use in war.

"From the very first," he said, "the idea of their use in that way was in my mind."

I asked him if in the course of his experiments he had read a story by H. G. Wells in which the author brought into being flights of aircraft, demonstrating their destructiveness, and going so far as to visualize air battles over American territory. Mr. Wright pondered for a moment. "No," he said, "I heard of the story afterwards. I certainly didn't read it before. I don't think I have read it now." He spoke apologetically.

Mr. Wright lives at Dayton with his sister. She has been a great help to him all his life. The mention of her continually creeps into his conversation. I asked him his address. "Oh, just Orville Wright, Dayton," he said. I suggested "Orville Wright, America," might conceivably reach him. "Oh, yes," he said in a matter-of-fact way. "Letters addressed to 'Miss Wright, United States,' have been more than once delivered to my sister here."



# THE NATION'S TRADE GREAT INDUSTRIAL CHANGES.

SIR A. STANLEY EXPLAINS.

In Committee of Supply recently, Sir A. Stanley drew attention to the enormous decline which had taken place in imports since the beginning of the war. In 1917 imports were only about two-thirds of those of 1913, and this year they would probably be only half those of 1913. Before the war nobody could have prophesied that this country, carrying on as it was doing to-day with so little apparent discomfort, could do so on imports of roundly only one-half of the imports prior to the war. This was a very valuable lesson, and one that should be borne in mind when the war came to an end. It would be a great pity if we allowed ourselves again to drift into a position of dependence on foreign resources for so large a part of our actual needs. In 1917 the value of our imports was roundly £1,005,000,000, and of our exports, including re-exports, roundly £506,000,000. These figures, when compared with pre-war figures, were misleading in giving any indication of the growth of our trade owing to the changed character of the goods being manufactured and the changed price level which had taken place since the war began. Accepting these adjusted values, and comparing them with the 1913 figures, the decrease in the value of imports was about 40 per cent. and of exports about 30 per cent.

As to our industrial position, it was obvious that a complete change had taken place in the industrial life of the country. The character of many industries had completely altered. The nature of goods and the method of their production had been changed. More than half of the workpeople engaged in industry to-day were doing work on Government account. From the most careful calculation that could be made, and taking a very broad view, it was estimated that the aggregate output of industry, in this the fourth year of the war, had so far been very little less than was the case before the war. That, he thought, was a truly remarkable performance. Obviously such a result could not have been secured without the help of women. It was estimated that there are at present at least 1,500,000 more women engaged upon work which before the war was done by men. That was a great transformation, which would impose a very severe task upon our ingenuity and resources in dealing with the many problems involved in the restitution of industry after the war.

## THE RAILWAY SITUATION.

Dealing with some of the more important control exercised by the Board of Trade, and in the first instance with that over railways, the right hon. gentleman said he would attempt to justify the restrictions upon travelling it had been found necessary to impose. He had recently stated that the traffic on the railways, both of goods and passengers, was heavier than at any time in their history. It was very remarkable that at a time like the present, when the companies had released a number of men, they should find themselves carrying more passengers, quite exclusive of traffic on military account, than they had ever carried before, and that the goods traffic, quite independent of traffic on Government account, was also heavier than it had ever been before. Not only was the traffic heavier, but rolling-stock had decreased. There was less equipment with which to operate the railways than ever before. Hundreds of locomotives and thousands of railway wagons had gone to France. To-day there were several thousands of locomotives lying idle requiring repair. It must be quite obvious that it was impossible for the railway companies to continue under such conditions. Some way must be found, even if it involved hardship to the people, whereby passenger traffic could be brought into some reasonable limits. It was with a view to solving that problem that the Government had determined on the course which he announced to the House a few days ago. A genuine debt of gratitude was due to the officials and employees of the railways for their devotion to duty and the immense amount of hard work they were doing. It was not possible, except by estimate, to determine exactly how the bargain entered into between the Government and the railway companies was working. He thought that a careful calculation made at present would disclose that the bargain showed a loss to the State.

It would be remembered that since the war the companies had not made any increase in their charges for carrying goods. He thought that of all the big services this was the only one where no increase in charge had been made during the war. He believed that, though this had been possible very largely owing to the unified system of control, for considerable further economies might be effected through the standardisation of equipment and of permanent way, and by more general use of mechanical devices which would facilitate the handling of goods, and thus reduce the number of men required. It was imperative that particular attention should be given to that aspect of the question, because it was quite clear that two things must happen to the railways after the war. They must be faced with a very much higher rate of wages than before the war, and labour would be very much scarcer. The Board of Trade had established an Advisory Council to advise the President of the Board of Trade with respect to the future position of the railways, and the question was engaging the very careful attention of the Government. While it would be impossible for him at present to give any indication of what their policy would be, he felt, personally, that it would be a great pity if the benefits of some system of control were not secured permanently.

## SEASON TICKETS.

As to the restrictions that had been recently announced, there was an impression in some quarters that the restrictions which were now being imposed with respect to the use of season tickets were intended to secure a reduction of about

40 per cent. in the passenger train mileage. That certainly was not the case. Far from it. It was only to secure a small part of the 40 per cent. that these additional restrictions were necessary. He would now deal with the restrictions which were intended to apply to the whole of Great Britain.

It was proposed to increase the price of season tickets by 10 per cent. for journeys within the twelve-mile zone and to add 20 per cent. to the price of season tickets for journeys beyond that distance.

This year the number of season tickets issued when compared with last year increased by more than 30 per cent. There were two reasons for this increase. The difference in price between the season ticket and the ordinary ticket was so considerable that in very many instances it paid people to buy a season ticket and use it for one journey a week. After the increase had been made the average cost per mile was less than a half-penny per mile for season tickets, while the rate for ordinary tickets was three half-pennies per mile. The increase in the number of season tickets was also due to a considerable number of people going to live in the country. They had placed on the railway companies a traffic which was beyond their facility to carry.

The broad reason for the increase of price was that season-ticket traffic was being carried by the companies at a loss. The expenses of the companies had increased considerably. The annual cost for increased wages due to bonuses was, roughly speaking, £47,000,000 a year. Traffic within the twelve-mile area must be carried by the railways, and he could not believe that there would be many places where people could go to find new residences within the twelve-mile area. That was a fairly congested area to-day, and he did not believe the little difference in price would make any substantial difference in the habits of the people.

So far as the great number of season-ticket holders were concerned, the increased charge did not amount to more than £1 a year. On the other hand, the revenue that would be derived from this increase represented more than £1,000,000. That sum would go not to the railway companies but to the State. It was unfair that those who could well afford to pay the proposed slight addition to the cost of their season tickets should not be called upon to do so.

The increase applied to all new tickets and renewed tickets in Great Britain. As to Ireland, the Railway Executive had requested the Board of Trade to agree to certain increased charges in connection with their passenger traffic, and that suggestion was now being considered. It would be necessary to establish similar restrictions in Ireland to those in Great Britain. A further restriction which affected the whole of Great Britain was in connection with the issue of entirely new season tickets. Outside the London area, for the whole of Great Britain, no new season tickets would be issued for a less period than six months. There were certain exceptions in cases in which it would be a real hardship, and for reasons of health it might be necessary to issue season tickets for a less period than six months.

As regarded the London area, not dealing with stations within 12 miles from Charing-cross, season tickets would be issued as before but as regarded places beyond the twelve-mile area it was not proposed to issue any season tickets at all to any new applicants.

They proposed to re-issue season tickets, provided they were issued before January 1st, 1917; as regarded tickets issued since that date, it was not proposed to re-issue them unless it could be shown that the user was travelling upon work of national importance, or where it could be shown that the holder had established a bona-fide residence within that area. It had been suggested that by using the words "establishing a bona-fide residence" in these areas the door would be open to the issue of season tickets, but they were proposing to take steps to see that the door was not opened too wide. He thought he might say that if those who to-day were using season tickets in this restricted area, where the traffic was far too great for the railway companies successfully to carry, and who had to surrender their tickets, attempted to continue to travel by using ordinary tickets, then the Board of Trade would have to take steps to prevent their doing so. The people affected by this regulation would be well advised to avoid the necessity of the railway companies being compelled to close their barriers against them in the interests of those who found it absolutely necessary to use the railways.

He would like to say a few words about canals, which were now under the control of the Government. That control was working with a considerable degree of success, and the canals were carrying a considerably increased amount of traffic. As to the future of the canals of this country, that was a matter which would require the most careful thought and consideration.

## DECREASING COAL CONSUMPTION.

As to the question of coal, gas, and electricity, the rationing of coal had proved very successful. It had not been brought to his notice that during the whole of last winter there was a single coal queue in London. He was sorry to say that they found it necessary to go still further in reducing the consumption of coal to provide for next winter. As regarded coal for industrial purposes, it was proposed to set up a priority committee. He was glad to say the rationing system in the southern area of England, so far as gas and electricity were concerned, had worked fairly well. It had secured economy in the consumption of coal, and he was very thankful to the gas and electricity undertakings for their assistance.

Now there was more time to deal with the matter the Board of Trade proposed to issue a new scheme very shortly which would make provision for this reduced and increased system of coal rationing throughout the country.

In doing that it was proposed to take into account at the same time the rationing of gas and electricity, so that it would not be possible for anybody to substitute one form of fuel either for cooking or heating to their own advantage. The scheme would make provision for the use of gas and electricity at the option of the consumer up to a certain point. The proposal was to do this on lines somewhat similar to those adopted when the consumption of coal was rationed last winter, by taking into account the size of the

establishment and, in particular instances, the number of people occupying such establishments.

With regard to cotton control, he could not recall to mind any great industry which had been more severely hit by the need of limiting imports owing to inadequate shipping. For some time past the amount of cotton imported into this country amounted roundly to one-half of the pre-war imports. The restrictions had been met by employers and operators in a magnificent spirit of loyalty and self-sacrifice. No other industry in the country had caused less trouble and anxiety than the cotton industry of Lancashire. It must be a great source of satisfaction to a masters, men, and women to know that, while they were denying themselves cotton, they were on the other hand, providing ships which were bringing an increasing number of American soldiers to the Continent. Steps had also been taken to deal with another important raw material—zinc concentrates. An arrangement had recently been completed whereby practically the whole of the exportable surplus of zinc concentrates from Australia would be purchased by the Government. By such control the Government would be able to direct the destination of this important raw material, which should afford the means of re-establishing the zinc refining industry in this country, and be of great assistance to our noble Ally Belgium after the war. He was certain this step would be seriously felt by German industry after the war.

## SYNTHETIC DYES.

With regard to the manufacture of synthetic dyes, an industry which, at the outbreak of the war was largely controlled by our present enemies, very considerable progress had been made, but it had been in the direction of the commoner kinds of dyes rather than in the more complicated range which were produced in such quantities in Germany before the war. In order that this essential industry should be made free from any possibility of control, the Board had indicated to the dye manufacturers certain proposals to which they were willing to agree. In the first place, they proposed that where a manufacturer of dyes would undertake to manufacture special dyes, and where he was not in a position to secure the necessary money required for the extension of buildings and plant, the Government would make a loan at a fixed rate of interest, the rate being in no case less than 5 per cent. It was also proposed to make some contribution towards the cost of such extensions, and to make certain grants in respect of research work. In order to safeguard this industry against German competition after the war, it was proposed to adopt a course which he believed was carefully considered by a Cabinet Committee of the last Government, and approved by the Government, and which had since been approved by the present Government—that the importation of all foreign dye-stuffs should be controlled by a system of licenses for a period of not less than ten years after the war. They had been in consultation with representatives of dye-makers and dye-users, and the latter, he was glad to say, were in agreement with them on this matter. He had agreed with them that a licensing authority should be established by the Board of Trade which should have a free hand in deciding as to the grant of licenses. The committee was to be composed of an equal number of representatives of dye-makers and dye-users, in each case nominated by those industries. There would be an independent chairman appointed by the President of the Board of Trade. The committee must, of course, be subject to the final authority of the President of the Board of Trade. Negotiations had for some time been in progress for the amalgamation of British Dyes, Ltd. and Messrs. Levinstein, Ltd., who were, he believed, the most important of the dye manufacturers in this country. The arrangement provided that the new company should be permanently under British control, with Government representation on the board of directors, provisions to secure reasonable prices, and the equitable distribution of the company's products to the consumer. It was not proposed that the new company should have any monopoly or privileged position.

## RECOGNITION OF THE MERCANTILE MARINE.

He could not conclude without making some reference to the mercantile marine. The record of these men right from the commencement of the war, particularly through the intensified submarine campaign, was one of unexampled heroism and devotion to duty. (Cheers.) No words he could use could adequately describe the feelings of admiration that everybody had for the magnificent work these men were doing. In face of constant and, in most instances, unseen dangers, they did their work and were it possible for this country to carry on the war, and for the people to live in comparative comfort. There had not come to his notice during the whole of the war one single instance when either officers or men had failed to take out their ship when it was ready to sail. Perhaps the best illustration he could give to the House of the dangers attaching to this service would be to give the number of deaths that had taken place in this service from enemy action since the beginning of the war. These now totalled over 12,500. The amount being paid in pensions to dependents in February was at the rate of about £17,000 per annum. He was glad to be able to make a definite announcement with reference to the suggestion that some official recognition should be accorded for the gallantry of the officers and seamen of the mercantile marine who continued going to sea after they had been torpedoed.

His Majesty had been graciously pleased to approve that badges should be awarded through the Board of Trade to the officers and seamen of the mercantile marine who had been on the articles of any British merchant or fishing vessel sunk or damaged during the present war by torpedo or mine, and who had afterwards completed a further voyage on the articles of a British vessel. (Cheers.)

The badge would be in the form of a torpedo, and was intended to be worn on the cuff of the left sleeve. A bar to be worn under the torpedo would be awarded to mercantile seamen after having been torpedoed or mined a second time, and an additional bar would be granted for each subsequent similar service. The scheme would be retrospective, and would apply to all persons employed on British merchant ships, including stewards. (Cheers.)

## ITALY'S BATTLEFRONT.

VENICE AT BAY.

[BY J. P. COLLINS, SPECIAL CORRESPONDENT OF THE EMPIRE PRESS UNION.]

Venice, like Ypres, is paying the bitter penalty of her position as an extreme outpost of the western line. She is sustaining the brunt of Austrian malignity in the shape of frequent air raids, and has already endured the intermittent rain of over a thousand bombs. Those who attribute this frequency of late to the extra exposure incurred by the Friulian retreat are simply mistaking causes, though no one can be blind to the effects. The origin of that retreat are at present the theme of official inquiry at Rome, and until Italy establishes her verdict the subject may safely be left alone. But Italians themselves gratefully acknowledge the moral and actual support they have received from the arrival of French and British divisions on their fighting front, one which in its length and physical character affords military difficulties not easily to be assessed. The fact that the retreat from the Isonzo has shortened that tremendous front is poor consolation for the loss of vast and fertile territory which forms, you may say, the keystone of the Adriatic. But while Italy, with the help of Allied detachments, has turned and taken her stand upon the Piave with every hope and determination of improving the position, and saving the island city from assault by sea and air, the Venetians have withdrawn no more, no less. It is Austria's envenomed resentment for an unexpected check that is being visited on Venice now, but the very vindictiveness the enemy is showing may be construed into an admission that the city of the lagoons has been placed beyond his reach. And if, as some believe, this frequency of air bombardment is a device to weaken the moral of the Italian populace, it only needs a visit there to show how hopeless this intention is.

## RELICS AND RUINS.

The first thing you note in likening the Venice of to-day to the radiant city of holiday memories, years ago is the comparative silence of the Grand Canal. The private barges that used to find a mooring along that avenue of stately and historic palaces have disappeared; the portals are silent and barricaded up; the lovely arcades of balconies and upper windows are shrouded for protection. It is the Rialto, like the Bridge of Sighs, has escaped serious damage, thanks in the main to its slender dimensions. Another cause, perhaps, is the disinclination of the enemy to try close conclusions with the air defence, for the many attempts that have been made on these two points have so far failed, not for want of motive, but for want of courage. Indeed, the whole dual between Venice and Trieste is one of putative and valour on the one hand and cowardly sacrifice upon the other. The enemy, with all that callous disregard for Catholic feeling that he professes, has made a dead set against the churches of Venice, from the Scalzi church, with its ceiling-fresco by Tiepolo ruined, to the very steps of St. Mark's basilica. A tour of the city soon shows how these lovely old fancies have suffered. St. Francis, St. Peter of the Castle, St. John and Paul (another splendid ceiling damaged), St. John Chrysostom (containing masterpieces by Bellini and Sebastian del Piombo), and many another. Five bombs have struck the church of St. John and Paul, injuring the cupola and one of its chapels, as well as the figures on its fourteenth-century chancel screen. And it is this devilish persecution of sacred buildings which more than answers the cry of the Pacificist when the church of the Scalzi was hit—that the bomb was intended for the railway station near at hand. There is only one station in Venice, and this has escaped. There are countless churches, and these are all sustaining damage in their turn. Could the force of logic (and Hun barbarity) further go!

HAZARDING ST. MARK'S. It is when you check your hasty by the "Gondola" Madonna, and pace the famous Piazza of St. Mark that you realise the superhuman energy and skill that Venice has devoted to the saving of her treasures. The Libreria and the Doges' Palace have been safeguarded as far as the wit of man knows how. The time-honoured palace has been emptied of all removable pictures, and the frescoes have been heavily screened. The double colonnade has been shored up, pier by pier, with brickwork and baulks of timber, so as to support it against the falling weight of upper floors in case of danger. In the same view every beam has been soaked in fireproof solution, and the roof has been laid with parallel water-pipes to quench any outbreak of fire. It is when you look upon the glorious basilica alongside that you see the menace of the enemy by negative and preventive demonstration; and indeed in its present buttress of boarding and sea-weed mattresses and sandbags it looks like a cathedral in a Hun disguise. Its thousand years have been kinder to it than the present enemy is, for he has dropped one of his bombs almost upon its threshold and a score more in the immediate vicinity. On the whole, its saints are justifying the prayers of the devout, for up till now the building and its domes have miraculously escaped. So may it be throughout for all that Venetians hold dear.

## ENGLISH AND FRENCH ASSISTANCE.

Something like half the population have forsaken the place, and the most humble folk and responsible officials have organised all available shelters, knowing well how the water-line and the clear air of Venice lay it open to sky attacks. Two or three things serve to reassure the citizens—though their own inherent courage hardly needs it, you would think; and these result from a combined scheme of the three Allies. Italy has taken vigorous measures in the hinterland, to the extent of flooding vast extents of crop and pasture, and stationing pontoons with anti-aircraft guns and crews and heavier ordnance against invasion. Great Britain has contributed a handsome supplement to the Venetian squadron with some of the finest guns and crews in our Navy. France has established and equipped and manned a fine modern aviation school near at hand, which has

(Continued at foot of next column.)

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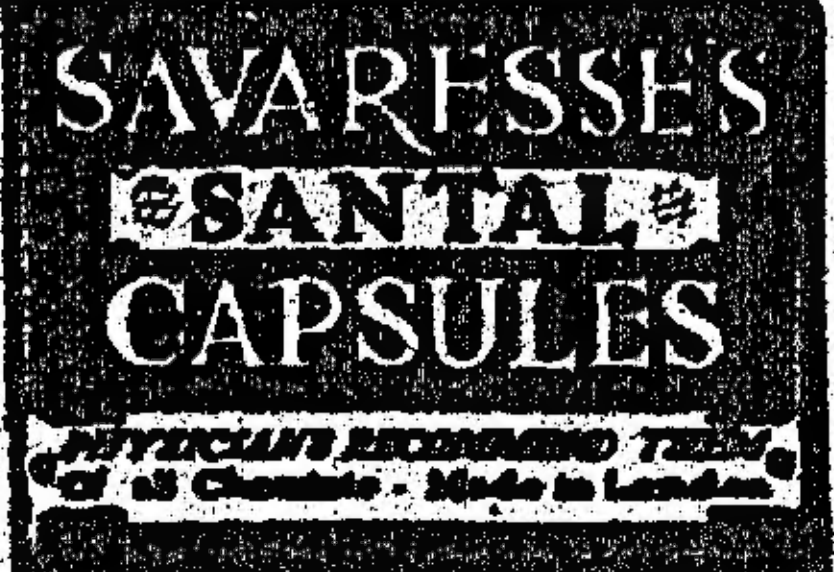
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## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,  
Managing Agents

## "ELJERMAN" LINE.

(KILPATRICK & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAID
SHANGHAI	"SUNGKIANG"	On 24th July, 11 A.M.
SWATOW and SINGAPORE	"TAMING"	On 24th July, 1 P.M.
SWATOW and BANGKOK	"CHANGCHOW"	On 25th July, Noon.
SHANGHAI	"YINGCHOW"	On 26th July, 4 P.M.
TIENSIN	"HUICHOW"	On 26th July, Noon.
SHANGHAI	"SINKIANG"	On 26th July, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation; Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN" ... | Capt. A. E. Hodgins ... | WEDNESDAY, 24th July, at 1 P.M.  
"HAIPHONG" ... | Capt. J. W. Evans ... | TUESDAY, 30th July, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.  
Agents

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due at
to	from	Str. from Colombo	Marseilles	London
COLOMBO	NOON		1st	

When Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets Interchangeable with Orient Line.

## SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.

## INTERMEDIATE STEAMERS

(Non-Transshipment),  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailings:

STEAMERS	Leave Hongkong about	Leave Straits about	Due at Marseilles about	Due at London about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or bills of lading. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. For further information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,  
Acting Superintendent.

## NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	INABA MARU ... 12,500 tons SAT. 17th Aug. 11 A.M. IYO MARU ... 12,330 tons WED. 4th Sept. 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU ... 12,500 tons SAT. 17th Aug. 11 A.M. NIKKO MARU ... 8,600 tons SAT. 14th Sept. 11 A.M.	
SHANGHAI, MOJI & KOBE	TAISHO MARU ... 6,000 tons SUN. 28th July.	
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURS. IS. TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & BANGKOK		

‡ Omitting Shanghai and/or Moji. † Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

## NEXT SAILINGS FROM HONGKONG.

‡ SUWA MARU ... WED. 14th Aug. at 11 A.M.  
‡ FUSHIMI MARU ... WED. 11th Sept. at 11 A.M.  
‡ Omitting Manila-Eastbound.

For further information apply to

NIPPON YUSEN KAISHA,  
E. MORI, Manager

Telephone 267 and 223

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU ...	20,000	TUES. 13th Aug.
SIBERIA MARU ...	20,000	THURS. 29th Aug.
TENYO MARU ...	21,000	SUN. 6th Sept.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA AND IQUIQUE. THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU ...	18,500	Sept. 25th.
NIPPON MARU ...	11,000	Nov. 6th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI  
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

F. RADAMELLE,  
Agent,  
Queen's Building.

TELEPHONE 740.

O. S. K.  
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

GENOA LINE—Monthly service via Singapore, Bombay and Port Said, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"MANILA MARU" ... FRIDAY, 26th July, at 3 P.M.  
"CHICAGO MARU" ... THURSDAY, 1st Aug., at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay sailing at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, sailing at Auckland, N.Z., Sydney and Melbourne.

FORMERAN LINE—The steamer will arrive at and depart from the BOON TIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... SUNDAY, 28th July, at Noon.

TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... THURSDAY, 1st Aug., at 9 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

E. YAMASAKI, Manager,  
No. 1, Queen's Building

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry).

"CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" August 7th.

"CHINA" August 31st.

[An unsurpassed high-class passenger service.]

Prince's Buildings.

O. H. BITTER, Freight and Passenger Agent,  
100 House Street, Tel. 1942.



